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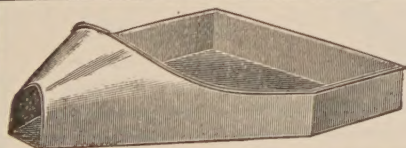
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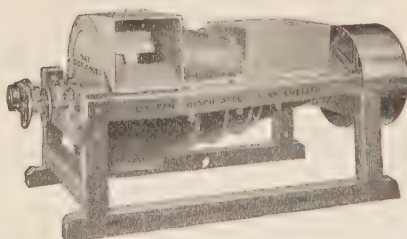
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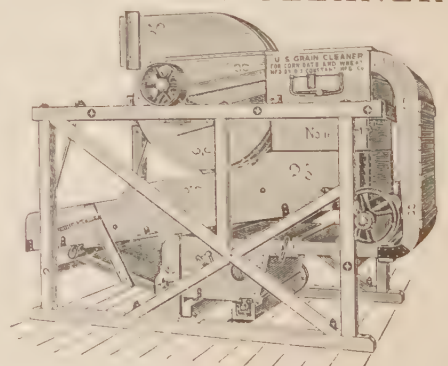
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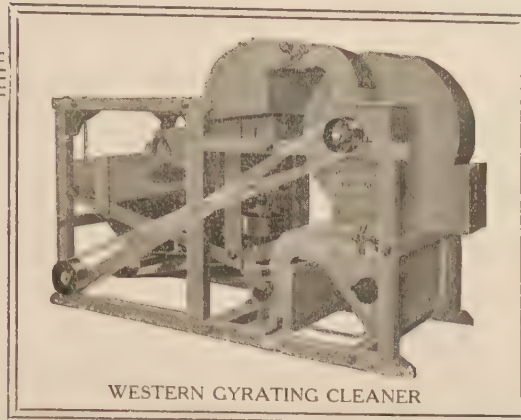
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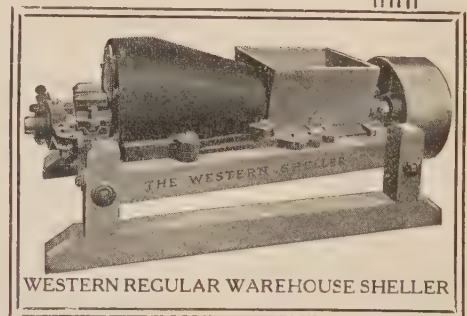
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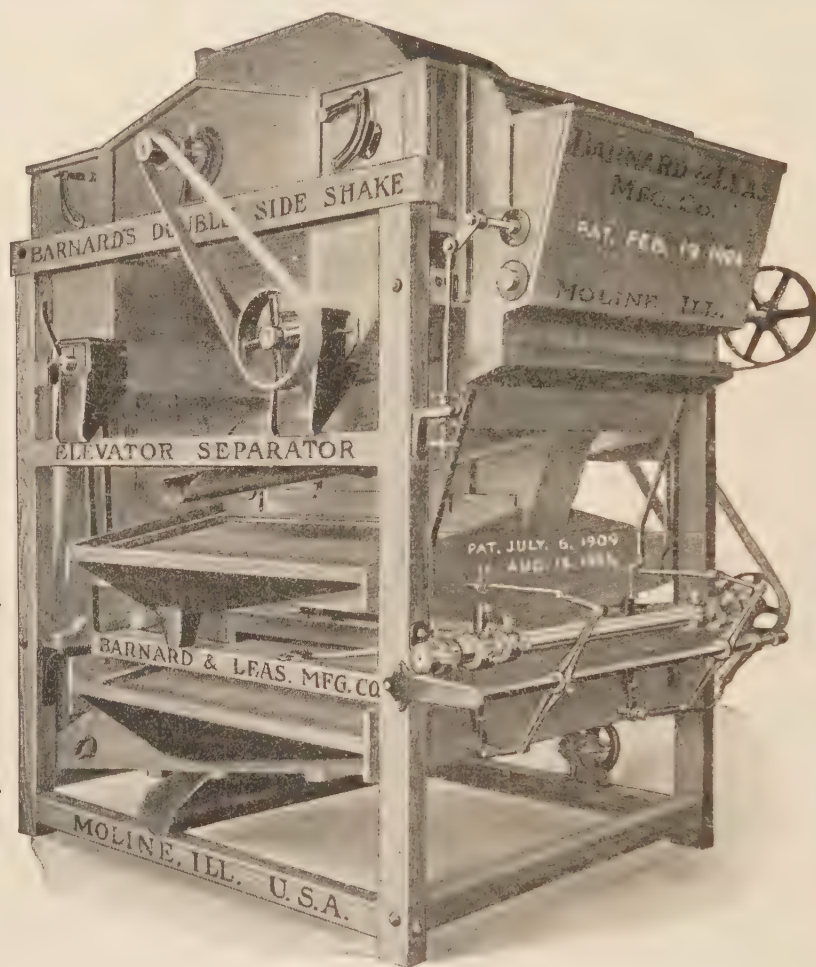
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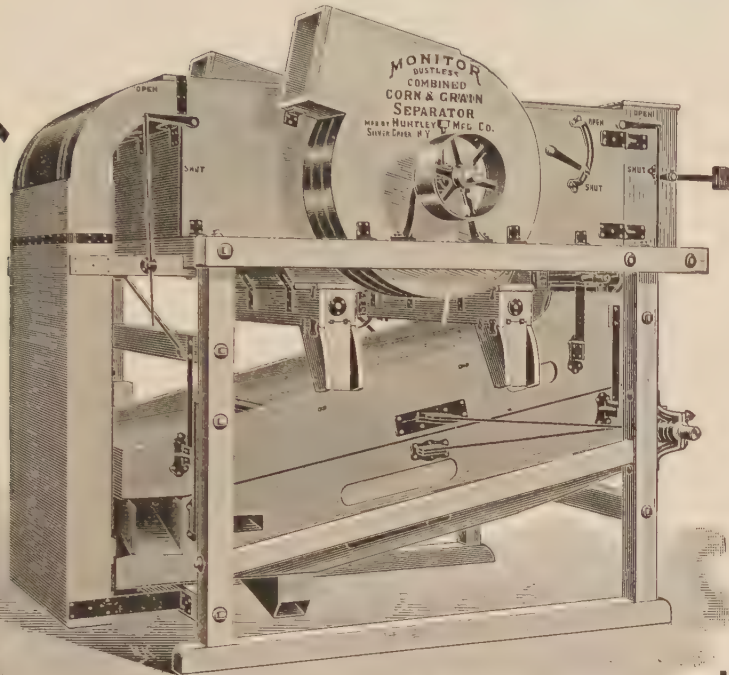
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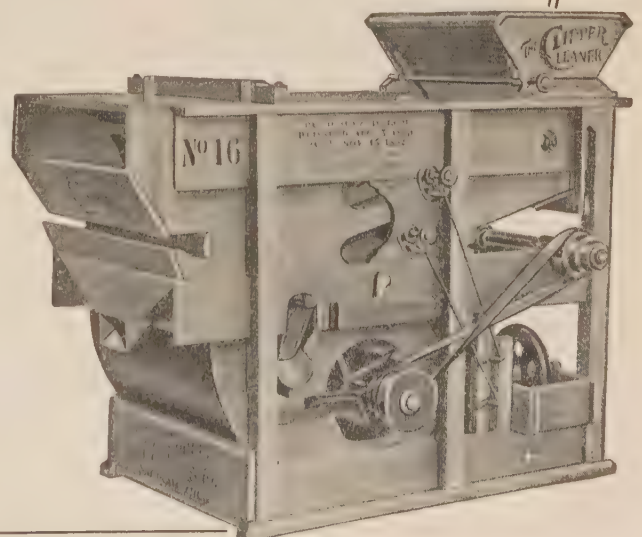
is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

This is a Cleaner of medium capacity. It will make any separation that can be made on our largest and most expensive machines.

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength. to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

A. T. FERRELL & CO.

SAGINAW, W. S. MICHIGAN



Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

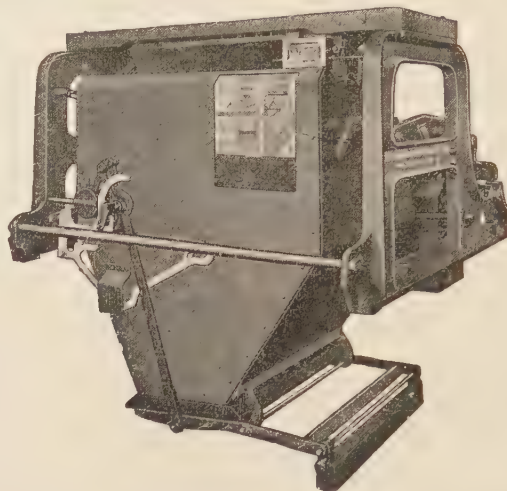
The best work—quick service.

Write us for Catalog and Prices on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors



A scale is
known
by the
companies
it keeps

RICHARDSON Automatic Scales

have kept the following companies their staunchest friends and largest customers year after year.

Quaker Oats Co., Chicago, Ill.	99 Scales	Edwin Beggs, Ashland, Ill.	10 Scales
Alberta Farmers Co-operative Grain Elevator Co., Calgary, Alta.	89 "	Shellabargar Elevator Co., Salina, Kan.	10 "
Kansas Flour Mills Co., Wichita, Kan.	64 "	Hynes Grain Co., Omaha, Neb.	10 "
Trans-Mississippi Grain Co., Omaha, Neb.	49 "	Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.	9 "
Chickasha Milling Co., Chickasha, Okla.	23 "	Washburn-Crosby Co., Minneapolis	55 "
Chickasha Milling Co., El Reno, Okla.	20 "	Northwestern Consolidated Mills Co., Minneapolis.	8 "
Ralston Purina Co., St. Louis, Mo.	31 "	Smith Bros. Grain Co., Ft. Worth, Tex.	11 "
Central Granaries Co., Lincoln, Neb.	20 "	Chas. Schaefer & Co., Brooklyn, N. Y.	13 "
Duff Grain Co., Central City, Neb.	20 "	Standard Milling Co., New York, Kansas	
Corn Products Refining Co., Chicago, Ill.	18 "	City and Superior, Wis.	15 "
Alva Roller Mills Co., Alva, Okla.	12 "	and thousands of country shippers everywhere.	
Omaha Elevator Co., Omaha, Neb.	12 "		

Of course there is something back of this.
We should like to send you that something.

WRITE

RICHARDSON SCALE COMPANY

1909 Republic Bldg., Chicago.

415 3rd St. South, Minneapolis

Dallas, Texas

532 State Bank Bldg., Omaha, Neb.
Buffalo, N. Y.

818 N. Emporia St., Wichita, Kas.
Passaic, N. J.

Atlanta, Ga.
Bridgeburg, Ont.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

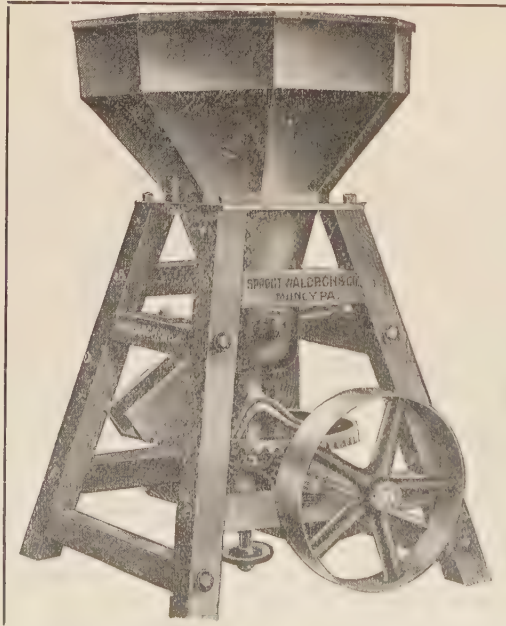
Grain Dealers Journal

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL, - - 315 So. La Salle Street, Chicago, Ill.

**A REPUTATION FOR HIGHEST EXCELLENCE,
GAINED FOR MONARCH MILLING MACHINERY THROUGH PROVEN SERVICE, RECOMMENDS**



THE MONARCH CORN EAR CRUSHER

For reducing Cob Corn to the size of Corn Grains preparatory to fine grinding.

Cut shows the No. 1 Monarch, which with the No. 2, is of Iron with Wood Frame. Numbers 3 and 4 are of all Iron Construction.

Capacities range from 25 to 100 bushels per hour.

WRITE FOR CATALOG B-912

SPROUT, WALDRON & Co.

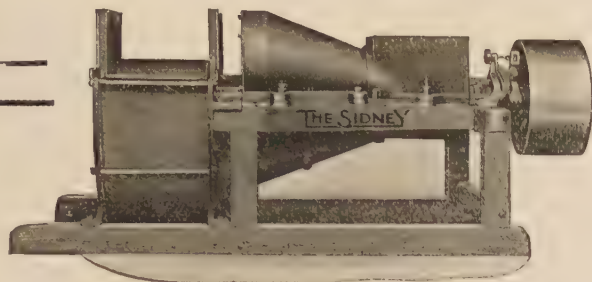
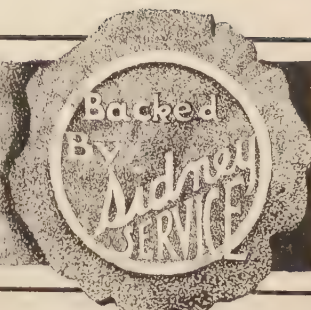
MILL BUILDERS AND FURNISHERS

HOME OFFICE AND WORKS.

Chicago Office,
9 So. Clinton St.

MUNCY, PA.
P. O. BOX No. 26

Here's Protection For You



In every field of industry there are always brands or makes of equipment that are conceded to be the standards, whose past performance renders their quality a point not debatable.

In the grain field this is mighty true. Elevator equipment of the "Sidney Line" is known to be the equal of any and better than most.

We are operating at full capacity right now, and have been for months, turning out orders from *men who have investigated before they bought.*

Our new catalogue is ready—send for it today and see our full line. Have it on file against the day when you want to find out which machine is best for you. Investigate first and reap the profit afterward.

THE PHILIP SMITH MANUFACTURING COMPANY

SIDNEY, OHIO

MANUFACTURERS OF

Shellers, Cleaners, Drags, Dumps, Manlifts, Etc.

WESTERN WAREROOM: Enterprise, Kansas

Complete catalogue mailed upon request

TO CLIP OATS PROFITABLY

You must have a machine that operates at high speed and with a low power consumption. No machine fills these specifications better than the

INVINCIBLE

"ALL THE NAME IMPLIES"

OAT CLIPPER

Oats clipped on an Invincible always bring top prices. At all times under the operator's control. It can be adjusted to suit the grain handled, handles any oat that is found on the market.

Send for price and detail of this most highly endorsed clipper.

INVINCIBLE GRAIN CLEANER CO.

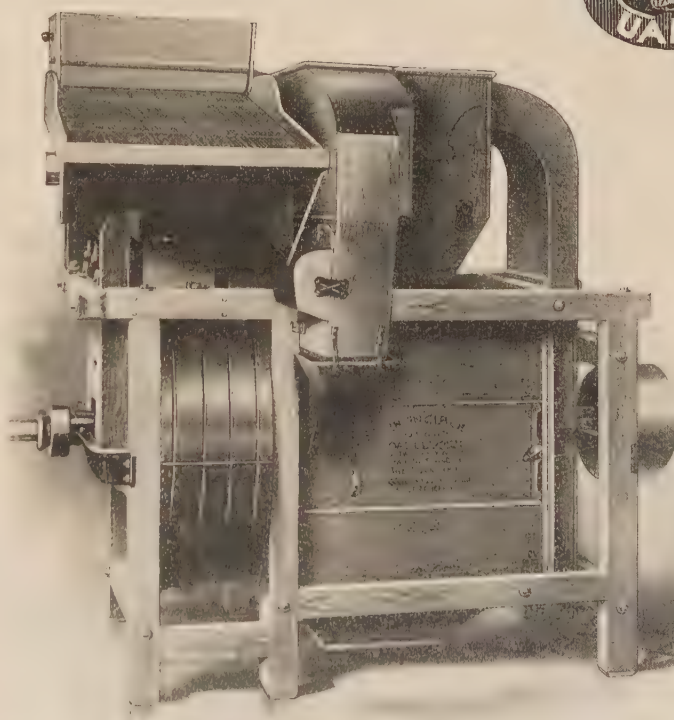
Silver Creek, N. Y.

REPRESENTED BY

P. H. MORLEY, Jr., 1041 Webster Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 25 South 61st Street, Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio
F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
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SOUTHERN REPRESENTATIVE: J. H. BATES, 2310 Church Street, Cleveland, Tenn.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.



The Van Ness Safety Roller Bearing Manlift

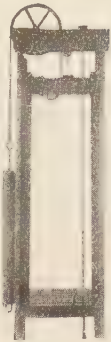
Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

404-406 State Bank Bldg.,
OMAHA, NEB.

Branch Offices at
Fairbury, Neb. and Lincoln, Neb.



SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.



R

DEE + FUMA =

Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain
in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist PENN YAN, N. Y.

TYDEN CAR SEALS

Applied by Shippers
**PREVENT
CLAIM LOSSES**

Each seal bears your
name and a consecutive
number.

Thousands of shippers
use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO

Chas. J. Webb, Gen'l Sales Agent

617 Railway Exchange Bldg., CHICAGO, ILL.



Any Weight

of grain up to 100,000 pounds
is reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars and
cents. Price \$5.00.

Grain Dealers Journal
CHICAGO - ILLINOIS

If you only knew the many advantages to be had by equipping
your mill or elevator with a

WOLF EMPLOYEES ELEVATOR

you would order one before night. Ask what the advantages
are. Write TODAY.

THE WOLF COMPANY
CHAMBERSBURG, PA.



THE WHOLE SECRET OF ELEVATOR ECONOMY

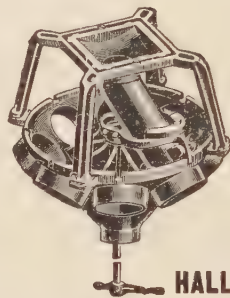
is to INCREASE the output and DECREASE the cost.

The time and power consumed is the vital thing.

The device that handles the most grain, in a day or week, is obviously the most
economical.

The ~~HALL~~ SPECIAL Elevator Leg

meets this requirement. It does more work a day than any other system known
—does it better—the belt and cups last longer, and it requires no attention while in
operation. We guarantee capacity. Catalogue F illustrates it all.



Increase Your Elevator Capacity

by using a

HALL SIGNALING GRAIN DISTRIBUTOR

You can fill each bin chock full, absolutely free of any
mixing, without climbing into the tower once.

We would like to tell you more—just ask us.

HALL DISTRIBUTOR CO., 222 Ramey Bldg., Omaha, Nebr.

Car Order Blanks

FORM 222 C. O.

So many grain ship-
pers are experienc-
ing difficulty in ob-
taining cars, many
are now keeping a
carbon copy of each
order for cars, in
order to keep an
accurate record of
their efforts to ob-
tain cars, to facili-
tate proving delay
by railroad com-
pany and to encour-
age railroad agents
to heed shippers'
needs. Car order
blanks are put up
in books of fifty,
with machine per-
forations, so that
order can be torn
out and sent to
carrier's agent and
carbon copy be re-
tained in book. Fifty
orders and 50 dup-
licates in each book.
Price, 50 cts.

**Grain Dealers
Journal,**

315 So. La Salle St.
CHICAGO, ILL.

TONS to Dollars and Cents

Shows at a glance the cost of any number of
pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and
so on to \$14.00. Well printed on good paper, and bound in cloth; marginal
index. Size 4x8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

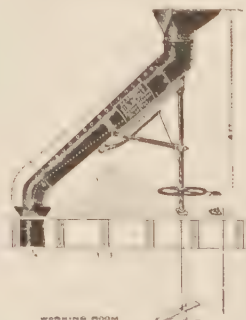
GERBER PRODUCTS

HAVE NO EQUAL—

The Patent Flexible Chain Telescope Car Loading Spout

is the best, yet cheapest, as it will
outwear two ordinary flexible
spouts. Made of metal almost
equal to saw blade.

Note swivel joint at S.



Improved Distributing Spouts

will absolutely prevent the mixing
of grain. The best of material and
workmanship have given them a
world-wide reputation.

Don't accept those "almost as good."
For satisfaction, get the genuine, made by

J. J. GERBER
MINNEAPOLIS, MINNESOTA

SCREENINGS WANTED

"WE ARE IN THE MARKET for screenings now, and for the coming season. Will either contract for your entire output or buy different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings. We will be glad to hear from you."

Did you ever stop to think why such advertisements as the above appear so often in the various grain trade journals? Hasn't it occurred to you that screenings dealers like everyone else are in business to make money? Why should they be so anxious to buy your screenings? It stands to reason that they must see the way clear to big profits if they're willing to purchase stuff by the carload—by the shipload, in fact in unlimited quantities and pay high prices for it.

Have you any idea what's done with your screenings after you've sold them? No! Well, let's tell you. In the first place, the screenings people provide themselves with specially designed machinery for cleaning, classifying and grading the stock, thereby converting a raw material costing from eight to ten dollars a ton into merchantable grades of corn, wheat, oats, flax, barley, buckwheat and mustard seed of the relative values of 57c, \$1.10, 45c, \$1.45, 50c, 75c, and \$1.50 per bushel. Isn't that going some? You must remember, too, that after all of the good grains have been separated each kind by itself, there still remains a raft of stuff which can be ground up and sold as a high protein base for cattle feeds at \$15.00 a ton.

If we've told you enough to arouse your curiosity, let's talk the matter over. Our business is that of designing successful by-product disposal plants. Our advice may be worth a lot to you.



A Trade Mark
"To Distinguish the
Best from the Rest"

THE S. HOWES COMPANY
SILVER CREEK, N.Y.

A Trade Mark
"To Distinguish the
Best from the Rest"



UNIVERSAL GRAIN CODE

For use of

Grain and Milling Trades

We recommend it. The trades endorse it.

Save telegraph toll. Keep your business to yourself. Prevent Expensive Errors.

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7x4½ inches.

Price \$3.00

GRAIN DEALERS JOURNAL
315 So. La Salle St. Chicago, Ill.

A Genuine Acknowledgement of Merit.

QUINN-SHEPHERDSON GRAIN COMPANY
Gentlemen: Our Minneapolis, Minn., March 9, 1914.
us splendid results. The more we see these machines in
actual operation the more we think of them, as they ac-
complish results for us that we have never been able to
get from any other machine.
By H. F. Shepherdson.

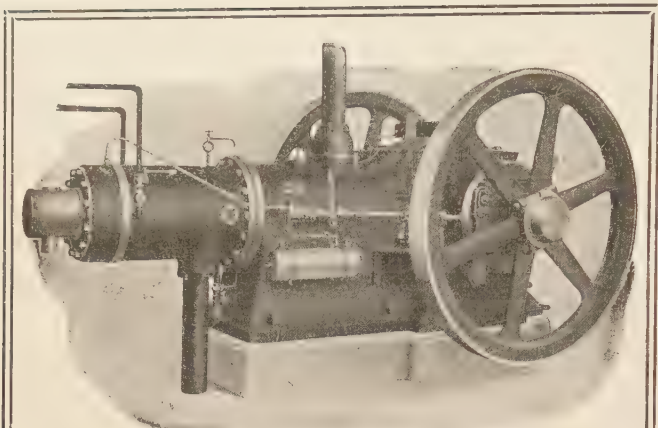
**THAT IS
EXACTLY WHAT
YOU WILL SAY AFTER
YOU HAVE USED THEM**

Others have spent a great deal of time and money trying all kinds of separators and finally discarded them all for a Richardson.

It will cost you nothing to learn what has been very expensive for them. All you have to do is to let us send you one of our Richardson Wheat and Oat separators on thirty days' trial, under our guarantee.

Our Screenings machine will please you just as much as the Oat separator. Investigate NOW.

RICHARDSON GRAIN SEPARATOR CO.
15th Ave. and N. P. Tracks
MINNEAPOLIS, MINN. WINNIPEG, CANADA



Type "C" Special Heavy Duty.

SPECIAL HEAVY DUTY MUNCIE OIL ENGINES

have water cooled journals, self starters, mechanical oiler. In simplicity and symmetrical outlines they have no equal. Carburetors, electric ignitors and valve gears left out. Starts and operates on crude or fuel oil. As steady as steam and dependable as the Sun.

You are paying for a MUNCIE every time you purchase fuel, so why not have one? 10 to 200 H. P.

Write for catalog; it tells all about them.

MUNCIE OIL ENGINE CO.

54 Ohio Street

MUNCIE, IND., U. S. A.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**, **SHELLERS** and **MILLS** **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.00

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

4 Chippewa Ave. South Bend, Ind.



Sample Envelopes Non-Sifting

Designed especially for mailing samples grain and seed. Specimens free.

TULLAR ENVELOPE CO.
39-45 Congress St., W., Detroit, Mich.

SECOND-HAND

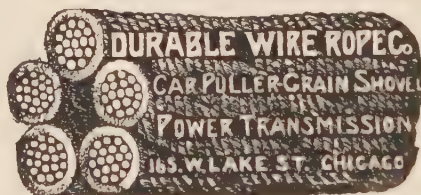
Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO



DON'T PAY TWO PRICES for a Friction Clutch
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace & Machine Co., Dept. D, Decatur, Ind.



IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

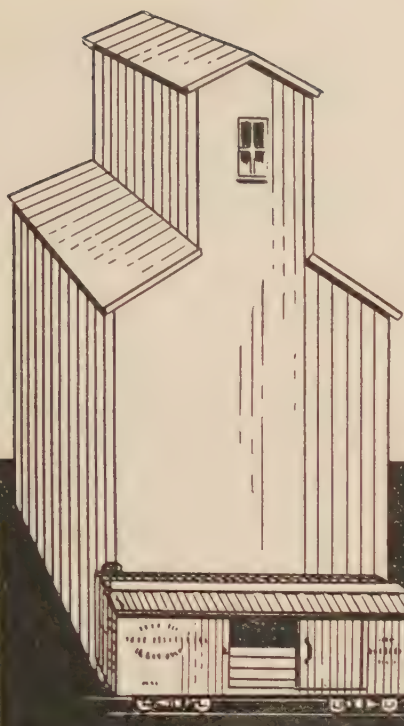
ELEVATOR MACHINERY AND SUPPLIES

We carry the most complete stock in Western Canada and can ship promptly

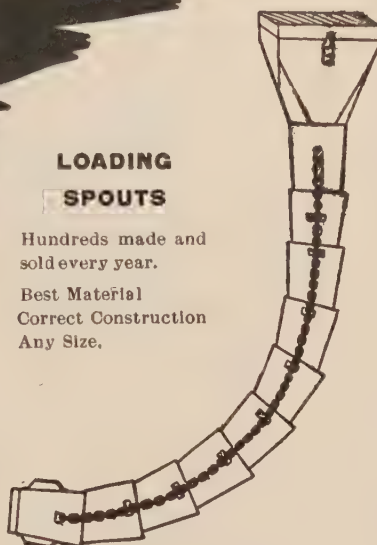
The Strong-Scott Mfg. Co., Ltd.
WINNIPEG, CANADA

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.



Everything for the elevator



LOADING SPOUTS

Hundreds made and sold every year.
Best Material
Correct Construction
Any Size.

PULLEYS

Cast Iron,
Steel Rim,
Wood Split,
Friction,
Clutch,
Large Stocks,



SPROCKET WHEELS

Plain
Split or with
Clutches.



SALEM AND EMPIRE CUPS



SPROCKET CHAIN

All Sizes



CAST IRON BOOTS

Adjustable, All Sizes



SHEAVE WHEELS
TRANSMISSION ROPE
DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYORS
CONTROLLABLE WAGON DUMPS
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN-LIFTS, ETC.



BOOT PANS

All Sizes



COMPLETE LINE OF BEARINGS

Plain and Self-Oiling.



GRAIN TESTERS

Both HOWE and CHAMPION carried in stock



WAGON HOPPER and DUMP SCALES



RUBBER and LEATHER BELTING.

Our Seamless Rubber Belting is the best for elevator service and is guaranteed.

Gasoline Engines - Automatic Scales - Corn Shellers - Cleaners

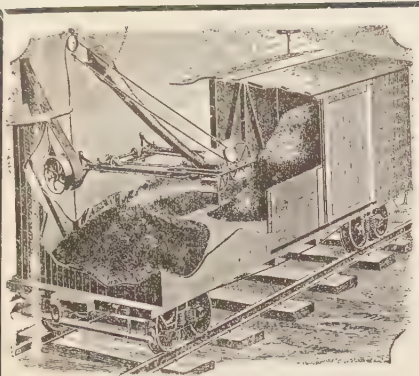
Let us send our Handy Net Price Catalog. Special Prices on Complete Elevator Equipment.

LET US MAKE YOU A PRICE

LARGEST STOCK
LOWEST PRICES

American Supply Co.
OMAHA NEB

Grain Elevator Machinery and Supplies.



9,000 BUSHEL PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

Tell us what you need for your Grain Elevator and we'll tell you where to get it.

Grain Dealers Journal

315 So. La Salle St., Chicago

Our New Boss Car Loader

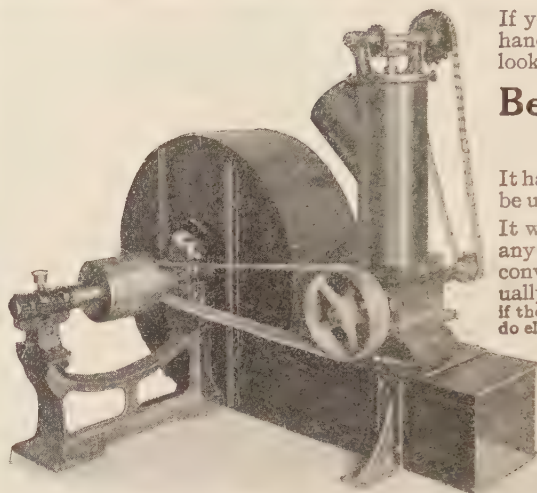
The side hopper arrangement feeds the grain into the loader AHEAD of the fans therefore removing any necessity for the grain to pass under or through the paddles. Guaranteed to give satisfaction. 30 days' trial. Send for our new catalog and lowest prices. If they will pay for themselves many times—and they will—does not good sound business judgement say—Get One? Write today.



Maroa Manufacturing Co.,

Dept. G,

Maroa, Illinois



If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor

It has a positive force feed that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars just as effectively several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles.

It will trim the largest boat to the fullest capacity quickly and effectually. It will deliver the material where desired. For more information write for catalog No. 5 to

Bernert Mfg. Co.

759 33rd St., Milwaukee, Wis.

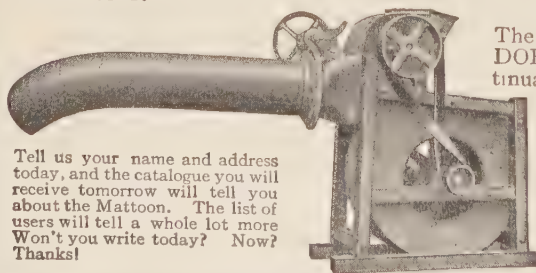
Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels.....pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

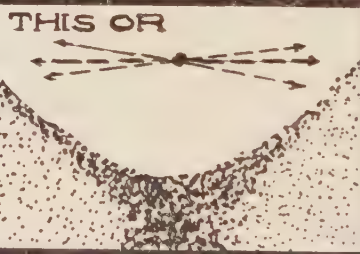
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

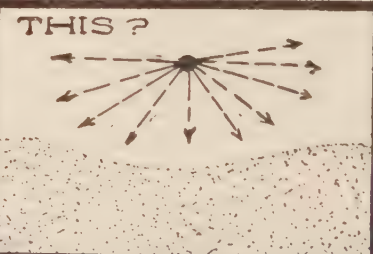
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now! Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

GRAIN ELEVATOR BUILDERS

IF YOU WANT THE BEST

let Moore have your Contract. Plans made to suit your needs or location

W. S. MOORE
FRANKFORT INDIANA

G. H. Birchard
CONTRACTOR FOR Grain Elevators.

Especially Designed for Economy of Operation and Maintenance
LINCOLN, NEB.

V. M. ZWEBER

Designer and Builder of Up-to-Date
GRAIN ELEVATORS

Let me submit plans and estimates. It may save you money.
Lewistown, Montana

Some build more—
None build better

GRAIN ELEVATORS

than Cramer

Satisfaction Guaranteed
W. H. CRAMER, No. Platte, Neb.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG., CHICAGO, ILL.

JOHN S. METCALF CO., Ltd.

Designing and Constructing Engineers
GRAIN ELEVATORS
Railroad and Harbor Structures
Wharves and Power Plants
54 St. Francois Xavier St., Montreal, Que.
108 South La Salle St., Chicago, Ill.
36 Southampton St., London, W. C. England

HICKOK CONSTRUCTION CO.

ENGINEERS and CONTRACTORS
for ELEVATORS
FIREPROOF STORAGE
Minneapolis - - - Minn.

HARPER CONSTRUCTION CO.

ELEVATOR BUILDERS
GENERAL CONTRACTORS
711 Grain Exchange
WINNIPEG, MAN., CANADA

A. F. ROBERTS

ERECTS ELEVATORS
CORN MILLS
WAREHOUSES
FURNISHES PLANS
ESTIMATES
MACHINERY
SABETHA, KANSAS

Decatur Construction Co.

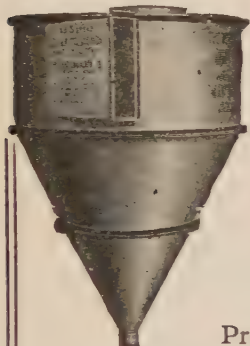
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In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

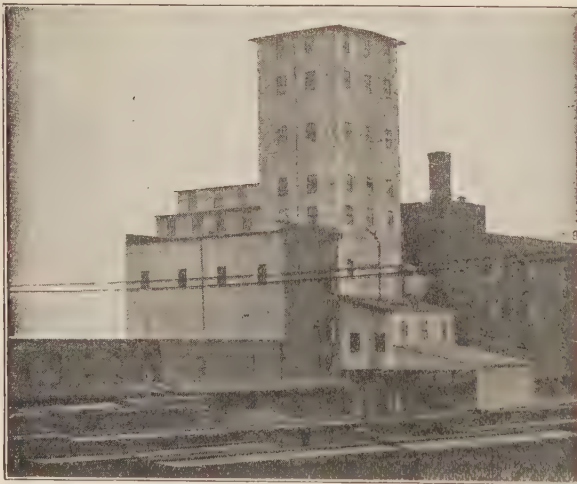
It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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Give me a chance to figure with you
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Put Your Name

where everyone identified
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THAT IS IN THE

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OF CHICAGO

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

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Then consult the "Elevators
for Sale" columns in this issue
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CAPACITY — 1,110,000 BUSHEL
The Most Rapid Handling Grain
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Concrete frame with brick enclosing
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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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It's a Wonder.

It's small but strong.

It's out of the road and
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The hundreds that are in use show they
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We will ship you one on FREE TRIAL.

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**GROW
HEALTHY
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Crush ear corn (with or
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all kinds of small grain.

Handy to operate—light-
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bushels. Conical shape
Grinders. Different from
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different feeds and manures.

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Corn and Oat Tables

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Clark's Tables for wagon loads reduce
any number of pounds of shelled corn,
rye, flaxseed, ear corn and oats up to
4,090 pounds to bushels of 56, 70, 72, 75,
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Can be hung up beside scale beam for
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THE Automatic Drain Circulating Pump

Action of Pump depends
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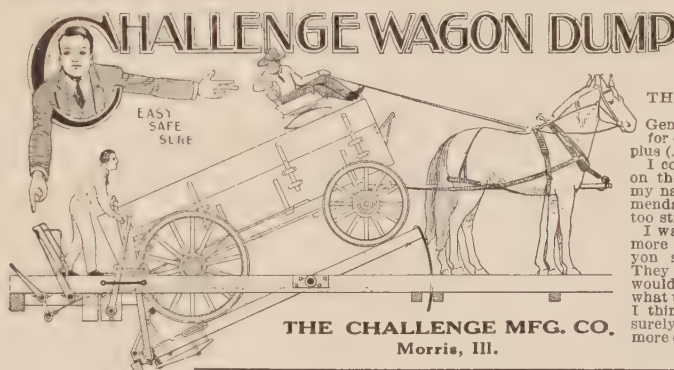
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Hard & Soft Coal, Smithing
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Aledo, Ill. Sept. 10, 1914.
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I consider this Dump the best
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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a
complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of
superior paper. It is well bound, ruled in two colors, and the column headings clearly printed.
Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and
at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that
records of shipments to each firm shall be kept separate. The column headings on the facing
pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight,
Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

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No. 62, is designed especially for country dealers who use scale tickets.
It is a book 9x12 inches, check bound in heavy board covers. It contains
200 sheets, 100 white perforated sheets being interleaved with 100 manila
sheets. On one side of the white sheets are printed 8 scale tickets, each
ticket being printed, ruled and spaced for the following information: Date;
Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and
Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall
be placed between the white and manila sheets, so that altho the weigher
tears out a ticket and gives to each driver, he retains a facsimile of
each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, LA SALLE STREET
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Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEAST KANSAS—Grain elvtr. for sale. Address Lock Box 34, Hamlin, Kan.

KANSAS—25,000-bu. elevator in Marshall County for sale. For information address John McClune, Summerfield, Kan.

SOUTHEAST NEBRASKA—Elvtr. in good grain territory for sale. Address L. W. S., Box 11, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—20,000 bu. cap. elevator for sale; modern; all necessary mch. Address E. Hauterbrook, 1272 E. Walnut St., Green Bay, Wis., for particulars.

OHIO—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS, INDIANA, OHIO. I have a large list of elvtrs. and lumber yards in the above states for sale and trade. Information confidential. C. A. Burks, 323-4-5 Citizens Bank Bldg., Decatur, Ill.

EASTERN INDIANA elevator for sale, located in one of the best grain and clover seed districts in the state; new and modern; 12M bu.; good coal, fence and wool business. A bargain for quick sale. D. M. Light, 203½ S. Walnut St., Muncie, Ind.

ILLINOIS—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

MONTANA—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

IF YOU want to come to Colorado and make some money in the Grain business we have the elevator, the location and the business and if interested we can convince you. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale; within 100 mi. of Chicago, 75,000 bu. cap., very modern and nearly new. Station handles 1,000,000 bu. annually. One good competitor. Good thrifty town of about 600 pop. Address James M. Maguire, Campus, Ill.

CENTRAL OHIO elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

NORTHERN ILLINOIS elevator with grain and feed business in a good town of 1,000 people; good schools and churches. On a main line of a good railroad. About 80 miles from Chicago; good competition. Elevator capacity 30,000; gasoline power; annual business about \$200,000 or better. This is a nice plant all in good repair; good office and feed shed. Address Plan, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

OKLAHOMA—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

CHAMPAIGN CO. OHIO—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

N. W. OHIO elevator for rent or sale; best oats and corn section. Only elevator at station. Owner cannot be with it. Address Stanley, Box 2, Grain Dealers Journal, Chicago, Ill.

OHIO—Mill and elevator for sale; 200-bbl. mill on L. S. & M. S. and 12,000-bu. elevator on W. & L. E. 4 R. R.'s. Will sell mill separately. Bargain. Address the W. H. Gardner Grain & Mill Co., Bellevue, Ohio, for particulars.

SOUTHERN MINNESOTA—I offer for trade a cribbed elevator, thirty thousand capacity, well equipped with modern machinery, coal sheds and corn crib, at St. Peter, Minn. Will accept land, city property or stock of merchandise. Address D. C. Harrington, Pipestone, Minn.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Two cribbed elevators with hopper bottoms, for sale; located in good grain territory 3 mi. apart. 70,000 and 6,000 bu. capacity. No competition at either point. Handles 250,000 bu. annually. A1 proposition. Good coal and feed business in connection. For particulars address H. E. Jewell, Magnolia, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays, Ill.

ILLINOIS—Elevator on private ground at Mt. Auburn, a 350,000 bu. station, switch to C. H. & D. R. R. 25,000 bu. capacity, two legs, five dumps, gasoline engine in detached power house; detached crib of 25,000 bu. capacity for corn and oats, with one dump, hiker and drag belt to elevator. Low insurance rate. A real bargain for a live grain dealer. F. M. Murphy, 208 So La Salle St., Chicago, Ill.

SOUTHERN INDIANA—Elevator for sale. On Erie R. R. Only one in town; nearest competitor five to eight miles; capacity 12,000; gasoline power; frame house in good condition; good grain section; handle many side lines; small town; two churches and high school. Am taking over other business Jan. 1st and can't take care of elvtr. If taken by that time \$5,000 takes it; this is worth while to investigate. Don't answer unless you mean business. Address J. L. H., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

OHIO—Electric Elevator for Sale in Putnam Co., Ohio; has retail flour feed and coal business that will average better than \$100.00 daily; will ship one to one hundred twenty-five thousand bu. grain yearly; residence goes with elevator property; good town of 2500 people. Will take about \$14,000 to handle the proposition. Do not answer this ad unless you are in a position to talk business. Address H. B., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED to buy an elevator in Ohio. Send price and description to "Ohio," Box 11, Grain Dealers Journal, Chicago, Ill.

CITY PROPERTY in Peoria, Ill., in exchange for elvtrs. and lumber station, or either in Central or Northern Ill. Write for particulars. Box 31, Steward, Ill.

WANT TO TRADE a farm of 150 acres for an Ohio elevator; if not a good one do not answer. Address L. H. S., Box 10, Grain Dealers Journal, Chicago, Ill.

MILL OR ELEVATOR WANTED—Am a cash buyer and want a good bargain. Give full particulars in first letter. Address 5951 Box 3, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—20 acres land; clear of incumbrance, close to Okla. City for Elevator in good grain section of Kan. Elevator must be first class and worth at least \$16,000.00. Address Saline, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—An elevator handling from 250,000 to 400,000 bu. annually with coal as a side line, conveniently located about 10 miles of a town of about 10,000 inhabitants in Corn and Oats belt of Illinois or Iowa. Address E, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

C. A. BURKS—Elevator broker, Decatur, Ill., has sold more elevators than any other man in the U. S.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IN THE HEART OF THE CORN BELT—List your elevators with me. Write me your wants. Terms or cash. T. F. Grady, Farmer City, Ill.

IOWA BROKERAGE CO., Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. John B. Wright, successor to Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

BUSINESS OPPORTUNITIES.

FEED, FLOUR, SEED, HAY STORE—City of 9,000, little competition; stock \$5,000. Terms and trial given. Investigate. Address Feed, Box 11, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

SENECA FALLS, N. Y., is surrounded by a good agricultural district, producing grain, hay straw, beans, apples and potatoes. We have no elevator, but feel confident that any man who understands this business could make a success of it here from the start. Address W. C. Hollister, Secy. Chamber of Commerce.

\$5,000 TO \$10,000 additional capital required in an established cash grain business (our deposits were over two and a quarter million dollars last year) located in one of Iowa's best and biggest towns. The right person will be made an officer of the corporation with position in the office, or on the road, at satisfactory salary. This is an exceptional opportunity, worth investigating. Address I. D. G., Box 11, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

OHIO—For sale or lease, 100-bbl. brick flour mill, representing an investment of over \$50,000. Will sell for less than real estate value or lease to responsible parties. E. J. Gilbert, Mansfield, Ohio.

WISCONSIN mill and feed warehouse for sale; up-to-date. Will accept Wisconsin land as part payment. Price reasonable. Ill health of owner reason for selling. Monroe Model Mill, Monroe, Wis.

KANSAS—250-bbl. steam power mill in town of 3,500 for sale or exchange for Kansas farm land. On 2 lines of railroad. Modern. Address Louis, Box 11, Grain Dealers Journal, Chicago, Ill.

TENNESSEE—Wanted to sell cheap, 65 bbl. flour roller corn mill at junction of 3 railroads. Side track at door; fine location. Town of 1,000 inhabitants. Mill and house electric lighted. Apply at once. Box 124, Bulls Gap, Tenn.

PARTNERS WANTED.

PARTNER WANTED with \$75,000 to take half interest in a line of twenty-five elevators, located in good grain territory and doing good business. Address D, Box 11, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED with \$2,500.00 to take half interest in modern Feed Mill in town of 40,000; fine proposition. Prefer man that can take managing end. Address Roland, Box 10, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED grain man who can sell a standard commodity to grain receivers can learn of an attractive opening by addressing F. C. Salesman, Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER wanted for country elevator, in small town in central Iowa, handling grain and coal. Applicant must have some experience in such work. Please answer in your own handwriting, stating age, experience and references. Address Central, Box 11, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

SITUATIONS WANTED.

ENGINEER wants position in mill or elevator; references; Southern state preferred. Lock Box 47, Sidney, Iowa.

EXPERIENCED party wants position buying from country trade. Would consider road. Address "L," Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MAN—Wants position as foreman in steam or gasoline plant; best of references. Address Chas., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as solicitor. Have had 12 years' experience as manager of country elevators. Address E. A. J., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager of elevator and coal yard. 3 yrs. experience. Prefer line or farmers' elevator. Address E. C., Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER—Want position as Manager of Elevator. 12 years' experience in grain business. References and bond furnished. Can come at once. Address F. E., 2317 Indiana Avenue, Chicago, Ill.

MANAGER wants position in grain elevator, Mich. or Ohio; experience: one year as helper; two years as manager. Best of references. Address G. W. S., Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER or assistant in grain elevator. Have had eight years' experience. Am a good judge of grain and seed. Can keep books and give bond. Would come at once. Address Everett W. Cox, Springfield, O., Gen. Del.

WANTED POSITION as manager of elvtr. 5 yrs.' experience buying and selling grain; age 27; single. Speak German and English; bond and reference furnished. Supt., Box 11, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted as manager of elevator or lumber yard, have had 15 years' experience in lumber and 8 years in elevator; can handle gas or steam engines; can give good references; have also experience in repair work. Address Joe, Box 3, Grain Dealers Journal, Chicago, Ill.

MANAGER OR ASSISTANT in grain elevator. Have had six years experience in buying and selling grain, coal and feed. Can keep books. Have operated all kinds of elevator and feed mill machinery. Can give references and bond. Can come at once. Address Logg, Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER—Position wanted by manager and bookkeeper, at present employed, 3 yrs. exper., bond and bank references furnished. Age 27, single, sober, well educated, industrious and capable of taking full charge of business. 10 yrs. exper. with machinery. Farmer Elvtr. preferred, altho would consider position with grain firm with chance for advancement. C. H. Seaman, Mgr. Farmers Elvtr., Monroeville, Ind.

MACHINES WANTED.

WANTED—Two large elevator separators, Monitor, Invincible or Eureka preferred. State age, size number, condition, price and location. C. D. Stephens, Engineer, 1014 Webster Bldg., Chicago, Ill.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 305 So. La Salle st., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—1 No. 2 Cornwall Corn Cleaner. 1 No. 1 F Marseilles Sheller. Practically new. Has not handled to exceed 10,000 bu. John Hill, Taylorsville, Ind.

WHITMAN POWER Warehouse Hay Press for sale; 14x18, No. 11026, not mounted. Wood frame, steel lined. Never used. Address American Milling Co., Peoria, Ill.

FEED AND MEAL OUTFIT—10 H.P. gasoline engine. 12 in. stone burr. One 8 in. new Holland. One meal Bolt as good as new. Will take auto truck. W. J. Jenkins, St. Paris, Ohio.

FULL ROLLER MILL MCHY. for 40-bbl. mill; 2 run off 4' buhrs. and Mulay saw rig with 12" saw. Will sell mchy with or without building. D. C. Shirey, Youngstown, Pa.

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1 Steam Condenser	\$30.00
1 Grain Spout complete	4.00
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10 Belt Tighteners, each.....	5.00
300 Salem-cups, 6x16, each.....	.12
50 " " 6x18 "12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 3 ply 125 ft. Conveyor Belt..	50.00

All of the above are in good condition and snaps at the prices offered.
La Crosse Wrecking & Lumber Co.,
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Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas.
Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

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UNION AUTOMATIC SACKING SCALE for sale. Milwaukee Scale Co., Milwaukee, Wis.

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BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—100 Horse Power Atlas Steam engine, boiler and heater. Steam plant complete. Also forty foot track scale, shafting, etc. Write for particulars. Kaw Grain & Elevator Co., 327 Board of Trade, Kansas City, Mo.

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6 H. P. GAS ENGINE for sale. Fairbanks-Morse & Co. vertical. Bargain. Address Wm. Shardlow, Secy., Cherokee, Iowa.

ENGINES—Hundreds of sizes and styles in automobile, marine and stationary gasoline engines. State your power needs. Badger Motor Company, Dept. G, Milwaukee, Wis.

FOR SALE—1 16-h.p. Fairbanks engine good shape, recently installed; electric power; 150 ft. No. 78 transmission chain. A lot of split pulleys and sprockets. J. A. Gray, Onawa, Iowa.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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- 50 h.p. Western Electric.
- 40 h.p. Triumph Electric.
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- 30 h.p. Crocker Wheeler.
- 25 h.p. Western Electric.
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- 15 h.p. General Electric.
- 10 h.p. Crocker Wheeler.
- 7½ h.p. General Electric.
- 5 h.p. General Electric.
- 3 h.p. Western Electric.
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Send for prices. All motors guaranteed for one year and sent on approval to responsible parties.

Northwestern Electric Co.,
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CLOVER SEEDS and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Greenfield, Ohio.

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WANTED—Black or Black Mixed Oats for seed. Mail samples and name prices your track. W. H. Suffern Grain Co., Decatur, Ill.

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WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

SCREENINGS of all kinds; salvage and damaged grain, off grade grain, miscellaneous grain and seed products. Send us samples. C. E. Dingwall Co., Milwaukee, Wis.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

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STRAW WANTED.

3 CARS oat straw wanted. Name price f. o. b. Attica, Ind. A. Colvert, Attica, Ind.

ADDRESS WANTED.

WANT ADDRESS of Pacific Seed Co. Address Lowe, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of J. L. Broaderson of Upham, N. D., last heard of in Westby, N. D. Address E. B. C., Box 6, Grain Dealers Journal, Chicago, Ills.

INFORMATION BUREAU.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

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Write for samples and prices.

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Ask for Prices. Mail Samples for Bids.

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Medium, Alsike,
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Mail Samples. Ask for Prices.

Milwaukee Seed Co.
Milwaukee, Wis.



SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

ALFALFA SEED direct—samples and growers' price on application. J. L. Maxson, Buffalo Gap, South Dakota.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

ABOUT 100 cars Milo Maize for sale. Wire best price on bulk No. 3 Maize, f.o.b. Lockney. Address J. A. Baker, Lockney, Tex.

IOWA GROWN SEEDS for sale. Choice clover and timothy in car load lots or less. Buy your seed direct from original cleaner. Prices quoted on request. Address C. E. Atherton & Co., Deep River, Ia.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" column of the Grain Dealers Journal, Chicago.

SEEDS FOR SALE.

BLACKMAN & GRIFFIN CO., OGDEN, UTAH, sell Alfalfa and Clover Seeds. Write them.

TEN CARLOADS of bulk maize December billing; 15,000 pounds pure sudan grass seed; wire us bids. Norris Bros., Lockney, Texas.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn. Headquarters for Southern Cow peas and Soy beans. Write us for prices.

FOR SALE—Perennial Ryegrass, Italian Ryegrass and Crested Dogstail. Highest grades re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

WE ARE prepared to book your orders for the following seeds: Alfalfa, Cane, White or Yellow Maize, Kaffir, Feterita, German Golden Siberian Hog Millets. In carload lots or mixed cars. We live in the heart of the district where the above seeds grow. Sample sent on request. L. A. Jordan Seed Co., Winona, Kan.

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Clover and Timothy Seed

Consignments solicited. Send us your samples.

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Hay Trade Journal
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Field Seeds a Specialty

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

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Robinson's Cipher Code, leather	2.00
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Riverside Code, 5th Edition	3.00
Universal Grain Code	3.00
American Seed Trade Assn.'s Code	2.00
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For any of the above, address

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Illinois Seed Co., The, grass and field seeds.

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Small & Co., W. H., seeds, grain and hay.

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KANSAS CITY, MO.

Kansas City Seed & Gr. Co., grain and seeds.
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LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.

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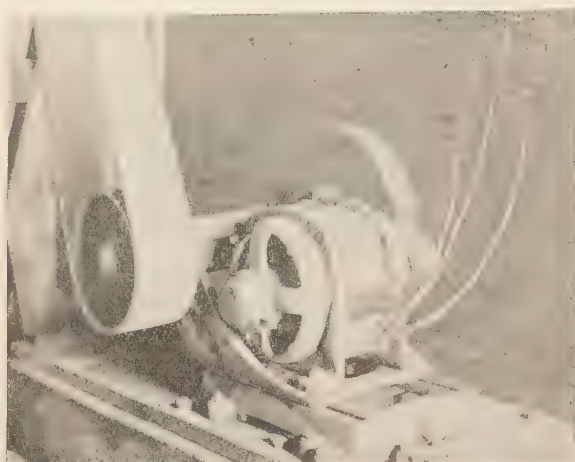
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Some of the possibilities of clover futures are outlined in our daily market letter, which contains up-to-the-minute facts and figures on seeds. If not on our mailing list, say the word. Booklet of clover data on request.

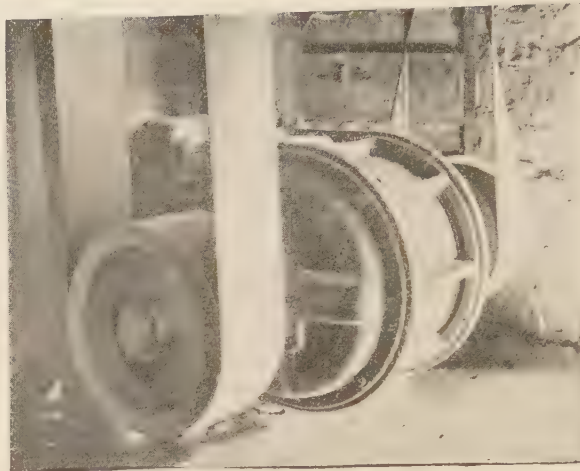
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More Power at Less Cost with G-E Motors

Electricity, through modern electrical appliances is giving a new meaning to the word "power." It gives you more power, better power, in more ways—ways of which you may not have considered the comfort, the safety, the productiveness or the economy.

By buying current from your local power company you can do away with your expensive boilers and steam engines with their attendant problem of fuel transportation and ash disposal. G-E motors will furnish clean, reliable and easily controlled power.

Take up the matter today with your electric power and light company or any General Electric Company dealer or agent in your vicinity. You'll find them more than glad to co-operate with you, and no matter how complex your problems may be, they have at their command the service of any part of our organization that may be most helpful to them and to you.

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El Paso, Houston and Oklahoma, City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

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GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, DECEMBER 10, 1914.

YEGGMEN VISIT isolated grain elevator offices so frequently it is decidedly unsafe to keep money in the safe.

ARE YOU putting war tax stamps on every B/L? This should be done and cancelled by the shipper with ink, giving his initials and the date.

MACHINERY WHICH IS covered with wire screens does not often maim or kill employees, and in addition to saving life and limbs, it relieves employers of the expense and worry of long drawn out law suits.

TWO BUCKET-SHOP keepers, at Cleveland, O., have recently come to grief. One was fined \$2,000 and sentenced to 18 months in the penitentiary, while the other had all his books and papers confiscated. Evidently the citizens of Cleveland are at last determined to get rid of these swindlers.

FEWER ACCIDENTS would occur on wagon dumps if the elevator operators exercised more care in keeping them in working order. As a rule the dump logs have entirely too much play, and on some dumps the wagon is see-sawed up and down, with the natural result that the horses are oftentimes scared and expensive accidents occur. Dump logs can be easily controlled and unnecessary play prevented.

CONGRESS HAS been in session four days, yet Senator McCumber has not secured the right of way for his famous Federal Inspection Keep-Me-In-Office Bill, which he has been pushing for the last fourteen years.

GRAVITY FED gasoline engines are so dangerous that no mutual fire insurance company will write a policy on an elevator equipped with such an engine, and naturally no elevator man who is awake to his own interests will tolerate such a dangerous device about his plant.

"FIRE STARTED in the office chimney or defective flue." The foregoing statement appears with such persistent frequency in our "Grain Trade News" columns that it would seem advisable for every elevator owner to exercise greater vigilance in inspecting his heating apparatus at frequent intervals.

THE THIEF who stole grain and sold it to an Enid, Okla., elevator has been required by the courts to return to the elevator company money which he had collected from it for grain stolen. It is evident that in some communities the elevator man has the sympathy of the courts and can obtain justice.

GOVERNMENT OWNERSHIP of lake freight carriers is one of the latest recommendations for relieving western grain shippers from the greed of the railroad companies which control lake traffic. The cure will be far worse than the trouble. Business has long suffered from too much interference by politicians.

AN ELEVATOR man of Lowell, Mass., who came near losing his plant by fire last summer, evidently is fully aware of the danger from locomotive sparks, so he is now covering his roof with asbestos. An Ohio grain firm which was a firm believer in wood shingle roofs is now trying to collect insurance on its elevator, which burned last week.

IOWA ELEVATOR men seem to have been particularly unfortunate recently, as four different serious accidents are reported in our Iowa news columns this number. Caution and carefulness is always essential to safety, but even without either, many would be saved from injury if machinery and well-holes were well guarded.

A LINCOLN, Neb., dealer reports the receipt of 30 carloads of corn that overrun shippers' weights on an average of eleven bushels to the car. Evidently some Nebraska shippers are sorely in need of reliable shipping scales, otherwise they cannot expect to know what they are placing in cars. The dealer who conducts business by guess can always be depended upon to guess wrong, at least enough of the time to make his losses very heavy.

DURUM WHEAT, the much maligned product of the spring wheat states, has finally come into its own, and recently sold at a price 40c above ordinary No. 1 Northern.

THE DESTRUCTION of three more German cruisers in the southern Atlantic Ocean will effect a material reduction in the cost of insurance on grain shipments from the Argentine and make competition from that country more active in European markets.

THE COMMISSION rate on cash corn seems certain to be advanced $\frac{3}{4}$ c per bu. in all western markets. As shippers have not registered any objection to the advance, it is presumed that they recognize that the commission merchant is entitled to more compensation for handling this grain.

COUNTRY ELEVATOR men who use power loading spouts should also use a red flag, for warning switching crews against bumping into cars which are being loaded. A Pithian, Illinois, elevator man lost his loader recently, together with part of his elevator, because he did not take steps to warn the freight crew of the presence of his loading spout.

NORTHWESTERN SHIPPERS located on the Great Northern, the Northern Pacific or the Burlington are very fortunate in that the railroads are trying to assist them in reducing shortages in grain shipments by supplying paper car liners, but shippers on the Soo railroad have made up their minds that it is stubbornly opposed to reducing shortages. Just why, no shipper knows.

EVERYONE has been looking forward hopefully to the time when the New York Stock Exchange would again begin trading in stocks, and now that next Saturday is set for the happy day, it is expected that all lines of business will take on a new confidence and the anti-option agitators will take to the woods and hide themselves until a new generation of unsuspecting voters are ripe to be led to the polls by the rank old heresy which denies a man the right to sell for delivery any time that it may suit his convenience or interests to deliver.

WATER BARRELS and buckets long ago honestly earned the title of "champion fire extinguishers" and each year's record of the fires put out in this country more firmly establishes their right to that title. The cost is so low and the protection afforded so efficient, no elevator man can afford to go one day without having water barrels and buckets at every convenient point about his plant. If calcium chloride solution is used for filling the barrels, then iron tanks should be used, as this non-freezing solution will shrink wood and result in a leak.

THE CLEAN, orderly grain office, where business is conducted in a systematic manner, not only attracts more business, but it enables the occupant to get more enjoyment out of life, and to handle more business without worry or embarrassment. The man who takes an honest pride in his business equipment can be depended upon to conduct his business fairly and successfully.

\$50.00 REWARD will be paid for the arrest and imprisonment of D. F. Purdue or W. B. Tipton, who have been busy swindling grain dealers west of the Missouri River. No doubt the work is all done by one and the same individual, as the handwriting is the same and an indelible pencil has been used in each case. Neither has ever been in the employ of the Grain Dealers Journal.

SWEEPERS, according to the *Telegram* of Superior, Wis., are enjoying a real feast in the terminal yards and inspection tracks of that city. It seems that watchmen make frequent arrests, but so few of the grain thieves are punished that sweeping continues unabated. Just as it used to be in all grain centers. Rigorous enforcement of the law only will check the stealing.

COUNTRY elevator men who are unable to obtain relief from free storage shud join hands in an agitation for state laws forbidding the shipping or selling of grain stored. Many states already have laws which forbid the shipment of goods entrusted to a bailee. If elevator man did not ship out the farmers grain he would soon be compelled to stop receiving, for few have storage room to spare.

WESTERN Trunk Lines in their circular effective Jan. 1 forbid shippers from loading cars with grain to full profitable capacity. Strange tho it seems, the railroad companies prefer to have their cars hauled half empty. After Jan. 1 when a shipper orders a car of a certain capacity he must load no more than the maximum for that capacity, no matter how great the capacity of the car furnished, on penalty of having freight assessed on basis of minimum of larger car.

CHICAGO CORN receipts Dec. 7 are said to be the largest on record—1,417 cars of new corn. Fortunately for the railroads and the corn shippers, new corn is in unusually good condition, and will stand shipment, unless delayed in transit during prolonged precipitation. Recent rains in central Illinois and southern Iowa are said to be making the corn damp and tough, and much of it is coming out of cribs in worse condition than when hauled direct from the field to the elevator. Country buyers must exercise caution, lest the wet weather result in their getting their bins full of hot corn.

GRAIN DEALERS everywhere owe it to their business to work earnestly in behalf of the Pomerene B/L Bill, or Senate Bill No. 387, now pending in the U. S. Senate. It represents an intelligent, thoughtful effort to make the B/L form a protecting receipt for the shipper.

THE BRITISH government for a time forbid the sending of cablegrams in code, but since Nov. 1st the A. B. C. Scotts, Lieber's and the Western Union codes have been permitted. It would seem unfair for any government to discriminate between established codes, as it necessitates the temporary discarding of many excellent codes, which are especially adapted to the use of the grain and seed trade.

INCREASED FREIGHT rates are now prayed for daily by every railroad man in the land, as well as the stockholders, and the desire has become so strong with many of them that they spend most of their waking hours demanding higher rates and damning everybody who denounces the movement. It is designed primarily to force the public to pay dividends on billions of watered stock, which has no bearing whatever on the actual capital invested in transportation facilities. Everyone is against the high cost of living, yet transportation is the largest factor in the cost of every commodity we consume. Shippers who were in business before the days of the Interstate Commerce Commission, when cut rates, rebates, annual passes and other favors were showered upon shippers, without any consideration to the volume of business he had to offer, are really amazed at the persistent demands of the railroad men for higher freight rates.

SHIPPERS WHO give railroads a certificate of the weight of grain placed in car give proof positive that they have every confidence in their weighing facilities, and it is up to the railroad to accept their weights, or show the shippers wherein the weighing facilities are defective. Shippers who make an honest effort to furnish the railroads with correct weight are entitled to receive similar treatment at the hands of the agent, when it comes to issuing a B/L. The B/L should specify the exact number of pounds, and not be loaded down with confusing and confounding exceptions, designed primarily to assist the railroad company in escaping all of its common law liabilities. Few railroads are in position to cast any slur upon the weights of the grain shipper, because their agents have availed themselves of every opportunity to assess shippers more than their tariff and to refuse them the privilege of billing to advantageous points. When the railroads show more consideration for the shippers, the shippers will voluntarily reciprocate

A NOTICEABLE feature of a number of new elevators being built in the Northwest is that each will be equipped with a 60 or 100 bu. hopper scale, which will be installed with a concrete foundation on the ground floor, so that any settling of the cribbing will not interfere in the slightest with the weighing of the scale. Inexperienced agents can generally obtain correct weights and keep a hopper scale in working order.

NOTWITHSTANDING many country elevators are burned every month, the majority of grain dealers persist in rebuilding burned plants and building new ones of wood, but seldom do any erect an elevator without insisting upon a heavy concrete foundation with cement floors. This use of cement not only promotes the cause of cleanliness and discourages rodents, but it also reduces the fire hazard and increases the stability of the plant.

AN IOWA corn shipper was much irritated recently because the inspector at the terminal reported both ends of car loaded with corn badly mixed with oats, while in the middle of the car the corn was free from foreign matter. Fortunately for the shipper whose distributing spout was evidently working against him, the grain was consigned to a market well equipped to separate the two grains. The same firm billed out an 80,000 lb. car into which it had loaded only 60,000 lbs., without making any notation on the B/L. Of course it was charged freight on the minimum capacity of the car. It is these little things that prevent many shippers doing business at a profit, and yet none of them are often considered by the shipper, when he figures up the cost of handling grain through his elevator.

THE DISPUTE raging between the Federal Crop Reporting Bureau and the Kansas State Crop Reporting Bureau reminds us of sundry differences between the estimates of the Federal government and the crop reporting bureaus of Illinois and Ohio. It would seem that crop reporting agencies would, in the interest of truth and accuracy, make a careful comparison of their reports with those of others and determine wherein the difference lies. Each crop reporting agency should, for its own satisfaction, investigate carefully the acreage reports in certain counties, and if these differ widely then it will be an easy matter to determine what causes the wide difference between the crop reports issued by the federal government and the states. The public soon wearies of the vindictive disputes, and would be greatly relieved if the crop reporting agencies would determine exactly what causes these disturbing differences and remedy the trouble.

THE ELEVATOR MAN who stored farmers' grain free and then shipped it out without hedging against his sales, is making many wild speculations these days as to how he is going to come out in the deal. A number of elevator operators in Kansas and Nebraska are deeply regretting the chance they took, and rumor has it that they will have nothing left after the farmers have been paid current prices for their wheat.

RECENT INQUIRY by different Journal subscribers has developed the fact that many country shippers who have supplied material and labor, needed to place cars in fit condition to receive grain for transportation, were fully entitled to compensation under freight tariffs filed, but seemed to have overlooked this fact. Evidently it behooves shippers to insist upon being supplied with copies of every new tariff issued. The local station agent too often files important tariffs in the waste basket.

NATURAL SHRINKAGE as an excuse for docking shippers who have the temerity to request payment for grain lost in transit, is no longer advanced by any self-respecting grain carrier, and some of the western lines are even returning to shippers the deductions which they have made from the claims paid heretofore. The deduction was absolutely indefensible and most of the traffic men are now ready to admit it, but their eagerness to increase their roads' earnings, and to discourage the filing of claims, prompted them to support and enforce this unreasonable and illegal deduction.

THE BURNING of the Sunset Elevator at Galveston would have been prevented by the automatic sprinklers had the house been kept clean. Dust not only interferes with the operation of the sprinkler heads, but also prevents the water falling from sprinkler heads holding the flames in check. Last year this elevator had part of its siding blown off by a dust explosion on the bin floor, which of itself should have been sufficient warning to insure the house being kept clean forever after, but it did not answer the purpose, and consequently the sprinklers were unable to extinguish the flames. Fire was recently discovered on the distributing floor of a Memphis elevator, also equipped with automatic sprinklers, but its wooden floor and beams were not protected from the water by a heavy coating of dust, so the fire was extinguished even before the fire department arrived on the scene. It pays to keep every elevator clean, but it will not pay to equip a dirty elevator with automatic sprinklers and let it remain dirty, as the dirt is sure to thwart the purpose of the sprinklers.

Business Conditions Rapidly Improving.

Business men everywhere will be pleased to read in the President's address: "Our program of legislation with regard to the regulation of business is now virtually complete. It has been put forth as we intended, as a whole, and leaves no conjecture as to what is to follow." Business has not yet learned how it will be affected by the many laws which have been enacted under normal conditions, but business men everywhere are striving to readjust their affairs to the present conditions, which have been made even more perplexing by the exigencies of the European War.

Italy's mobilization of a million soldiers and its heavy purchases of our foodstuffs lends color to the persistent rumor that it will not long be able to maintain neutrality. With Italy added to the list of warring nations, the result of the war must be less problematical and its termination set for an earlier date.

Congress has enacted so much legislation which affects directly all lines of business, that it will be many months before all business men will know what to expect. Fortunately, however, a spirit of optimism prevails throughout the land. Business men everywhere are decorating their products with the label "Made in U. S. A." and making a new effort to capture foreign trade, which has been abandoned by the warring nations. The high prices received for our food products and army supplies must contribute largely to our national prosperity. While it behooves every merchant to study closely the effect of the new laws on his own business, it seems certain that every line shall soon share generously in the business revival spreading over the land. The grain dealer has been particularly fortunate in that he has had the largest crop on record to handle and at the highest prices on record, so that 1914 should prove his banner year.

Owner of Grain Can Recover from Bank the Proceeds of Draft.

The Supreme Court of South Dakota has reversed the decision of circuit court of Minnehaha County in the suit by E. M. Shotwell against the Sioux Falls Savings Bank to recover the proceeds of a draft for \$500 deposited by Geo. A. Stegner.

Stegner, who had been agent for the Northwestern Elevator Co., was operating the elevator at Sioux Falls as the company's successor, under the name of Geo. A. Stegner Grain Co. Wheat delivered by Shotwell was placed in a separate bin, under an agreement that Stegner should ship and sell the wheat for plaintiff. Stegner shipped the wheat to Woodward & Co., Minneapolis, and, drawing a sight draft for \$500, deposited it with B/L attached in defendant bank, which credited \$346.65 to wipe out an overdraft in Stegner's checking account. During the following two weeks Stegner issued additional checks which used up the balance of the \$500.

Shotwell brought suit against the bank for \$500, alleging that Stegner was authorized only to ship and sell the grain for the account of Shotwell, and that the amount of the draft belonged to him. At the trial Shotwell reduced his demand to \$285.60. Jury was waived and the court decided in favor of the bank. In reversing this decision and giving Shot-

Learn to smile. You are dollars out unless you do. It is the optimist that gets the most business these days.—E. W. Larson.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. T. 7045 passed thru Cass City, Mich., southbound, Dec. 8, leaking oats at side door. Train was pulling out when noticed so did not repair.—J. Frutchey, sec'y Cass City Grain Co.

C. M. St. P. & O. 22584 passed thru Winchester, Ind., at noon, Dec. 1, eastbound on Big 4, with front end of car burst out. Car loaded with corn, destined for Buffalo. —Goodrich Bros. Hay & Grain Co.

C. & N. W. 80948 passed thru Tama, Ia., Nov. 28, leaking white corn freely at side of car.—R. T. B., O. P. Beale & Co.

P. & R. 3061 passed thru Atlanta, Mo., Nov. 27, leaking wheat at one side door.—Bealmer & Sons.

C. M. & St. P. 42926 passed thru Hartley, Ia., Nov. 27, eastbound, leaking yellow corn at door where post was broken.—C. H. Betts.

A. T. & S. F. 25785 passed thru Hays City, Kan., Nov. 25, eastbound, on local U. P. train, leaking wheat badly. Noticed by our man, Roy Miller, who told conductor of train.—W. J. Madden, cashier 1st Natl. Bank.

C. C. C. & St. L. 9065 was set out at Clark (R. F. D. New Madison), O., Nov. 23, leaking corn badly. Section men gathered up 12 to 15 bus. and put back in car, repairing it also.—Fred Aukerman.

I. C. 11537 passed thru Cabery, Ill., Nov. 19, leaking yellow corn at side of car.—Harry Tjardes.

well judgment for \$285.60 the Supreme Court said:

When Stegner overdrew his account, it was by permission of respondent, which, to the extent of the overdraft and upon the faith it had in Stegner, allowed him to become indebted to it; it did not and could not rightfully allow an overdraft in the hope and upon the strength that Stegner would pay the same out of any one's funds but his own.

When Stegner made the deposit, by necessary implication, he authorized the bank to apply such deposit upon his overdraft; but the bank had, as against appellant, neither a legal nor an equitable right to this money; when it took it, and, in ignorance of its true ownership, credited Stegner's account therewith and honored checks against it, it put itself in a position where, to the amount of such checks, it would be inequitable and unjust, in view of the necessities of business, to compel it to restore the fund to appellant, and he must suffer such loss.

While the very nature of the trust fund deposited and the necessities of commerce did, under the facts of this case, in equity and good conscience, excuse respondent from any duty of attempting to trace the ownership of the draft and of the car of wheat, yet it must be borne in mind that, to the extent of the amount which appellant seeks to recover, respondent never changed its position for the worse, so far as any evidence shows. It credited Stegner's account with the amount of the draft, but it did not, by so doing, lose any right of action against Stegner for the amount of such overdraft, as Stegner could not claim a payment by this draft. Therefore no necessity of commerce required or justified the bank in refusing to pay over to appellant the amount of such draft, less checks paid after the deposit.—147 N. W. Rep. 288.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

List of Oat Mills Wanted.

Grain Dealers Journal: We would like to secure the name and address of all mills making rolled oats in the central and middle states. Can readers of the Journal advise us how we can obtain such a list?—D. H. Grandin Milling Co., Jamestown, N. Y.

Book on Hedging; Refund for Coopering?

Grain Dealers Journal: I would like to know where I could get a good book on hedging grain sales.

Can a grain man collect for coopering cars from Dec. 1, 1912, to present date? Is there any fixed amount refunded on Northwestern or on foreign cars? We sometimes have to buy extra lumber to fix extra wide doors.—Lawless & Lawless, Beresford, S. D.

Ans.: No; the period for refund of 80 cents per car for cooperage expired July 1, 1911. The refund was granted on cars of any system, provided the loading was done on the Northwestern line.

No books have been published on hedging. Grain brokerage and receiving firms at the terminal markets give shippers advice on this branch of the work on request.

Coopering Allowance on Rock Island.

Grain Dealers Journal: I note reply in issue of Nov. 25 regarding collection of 80c per car for material and labor in coopering cars. Will the Journal please advise me if the Rock Island had a similar tariff and during what period? Can these claims be collected if filed at this time? I was in business at Marble Rock, Ia., from Jan. 1, 1907, to Jan. 1, 1913.—A. E. Taber, Tipton, Ia.

Ans.: Shippers who furnished labor and material for coopering grain cars are entitled to the allowance of 80c per car as authorized in the tariffs of the Rock Island dating back to Sept. 28, 1908. The allowance is covered in Western Trunk Lines tariffs I. C. C. Nos. A-1-13-43-89-122-164 and 191. These claims are still good for collection and are not outlawed.

Refusal to Pay Draft?

Grain Dealers Journal: If we sell a car of seed, sight draft with B/L attached and the buyer refuses to pay but promises to take up the documents as soon as the goods arrive there, have we any legal case against him? Can we consider the contract cancelled and sell the goods elsewhere?—Seed Shipper.

Ans.: The buyer is obligated by the trade custom to pay seller's sight draft. If the contract was written and set out in detail the duties of the buyer and failed to state that seller's sight draft should be honored, a court might hold that the buyer was not bound by a trade custom of which he pretended to know nothing. If the buyer had paid sight drafts in the case of other shipments he would be estopped to deny the practice and would have no defense should the seller sue for damages for breach of contract. For such breach of contract seller can elect to consider the contract cancelled and sell the goods elsewhere.

Is Elevator Man Liable for Damages to Wagon?

Grain Dealers Journal: If a farmer's team becomes frightened just as it has pulled a load of grain into my elevator and backs the loaded wagon into the railing so as to break it and permit the wagon and contents to fall to the street below, am I responsible for damages to the wagon or injuries to the man?—Iowa Dealer.

Cost of Electric Power?

Grain Dealers Journal: I am anxious to install electric power but my investigation thus far has shown that it costs from $\frac{3}{4}$ to one cent per bushel to pay for current used in handling grain thru the house. This cost is too high. What can you tell me about the cost per bu. for handling grain by electric power? What is the experience of other elevator men?—J. T. M.

Fighters for Grain-Destroyers of Profit.

Grain Dealers Journal: The McPherson problem mentioned in your Nov. 25 number is the same as that suffered in all other communities where "the life of trade" prevails. The subject is discussed whenever and wherever two, or more grain dealers meet, but as a rule no satisfactory solution is found. In our little Ohio town we overcame the trouble, as only one man was causing the disturbance—the rest of us bot him out. We first induced him to join with us, and when we found that this did no good, we made him believe the government was investigating us as a trust, and he was so frightened he showed his steak immediately and asked us to buy "his shares." We made him agree not to re-enter the business in our town.

The old warfare conditions have returned however. As soon as the dealer discovered how nicely we managed he built an elevator for his sons within a few blocks of the other elevators, and started an elevator himself in a small neighboring town. Both of the new plants are offering more for grain than it is worth. Let us hear the experience of some other dealers who have had to contend with this difficulty.—O. D.

Rope Drive Giving Out?

Grain Dealers Journal: We are now using a rope instead of a belt that runs all of the machinery in our elevator. This rope is about 350 ft. long, runs over 3-ft. grooved pulleys, over a 30-inch idler pulley.

We have had the rope on it just a little over a year and it has gone to pieces.

Would a wire rope or cable work on these pulleys satisfactorily or would they slip and give trouble?

Could the wire cable be spliced or can one buy it endless? Is there any difference between a wire cable and a wire rope? Where could we buy the cable or wire rope?—Citizens Grain & Coal Co., Ney, O.

Ans.: Wire rope cannot be used in place of the manila or hemp rope, on account of the difference in the grooves and the fact the wire rope takes a pulley of greater diameter.

A wire rope is the same as a wire cable. Wire ropes are spliced at the factory so that they are endless and of the correct length. Wire and manila ropes are sold by firms whose names are given in the advertising pages of the Journal.

After a manila rope has been in use it is sometimes spliced shorter to take out the slack and if such splice is not made in a workmanlike manner the rope will go to pieces. The rope should not rub against the building or machinery. A dressing should be applied to the rope occasionally to keep it in good condition.

Recovery for Loss; Leak Not Apparent.

Grain Dealers Journal: We believe the Grain Dealers Journal some time ago had an article with regard to cases where railroad companies paid shortage claims when there was no evidence of leakage. If so will you advise us when it appeared?—F. C. Ayres Mer. Co., Denver, Colo.

Ans.: The article in question appeared in the Grain Dealers Journal Feb. 10, 1913, pages 206 and 207, under the caption, "Recovery of Loss in Transit When Car Is In Apparent Good Order and With Original Seal."

Wants Cob Burner Plan.

Grain Dealers Journal: During the Texas corn gathering season we operate a corn sheller, but have been unable to devise a scheme for disposing of the cobs and shucks. Can you furnish us any ideas, plans, or give the address of some one who operates within the city limits and who has built some kind of furnace to take care of the cobs and shucks?—W. K. Shepperd, Corpus Christi, Tex.

Ans.: Plans of a cob burner, approved by the mill and elevator insurance companies, were printed in the Grain Dealers Journal, May 25, 1912, page 163. The plans of this cob burner are a combination of the good points embodied in all other burners in use up to that time. The pitch of spout is 45 degrees and should not be sacrificed to obtain distance from elevator; tile is of 4-inch, and a heavy check draft is furnished over the fire, making the upper part of burner reasonably cool. The finished burner is 18 ft. wide by 2 ft. high. The lower 10 feet of burner wall is of 13-inch hard brick and the upper 10 feet of 9-inch hard brick.

PRIMARY RECEIPTS of wheat have been noticeably reduced within the last 10 days, with a tendency toward decreases of our visible supply. Statistically the position of wheat is getting stronger. There is reason to believe that it will continue to grow stronger if the present war conditions continue. While we can continue to ship at the present rate for a few months more without exhausting our available supplies, yet prices usually do not wait for total exhaustion of stocks before they advance.—Keusch & Schwartz Co.

Coming Conventions.

Dec. 15, 16, 17.—South Dakota Farmers Grain Dealers Ass'n at Aberdeen.

Dec. 16, 17, 18.—Nebraska Farmers Cooperative & L. S. State Ass'n at Omaha.

Jan. 17-19, 1915.—Missouri Grain Dealers Ass'n at St. Louis.

Jan. 21-22.—Council of Grain Exchanges at Chicago.

Jan. 27-28.—Indiana Grain Dealers Ass'n at Indianapolis.

Feb. 9, 10, 11.—Iowa Farmers Grain Dealers Ass'n at Mason City.

Feb. 16, 17, 18.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Mar. 2-3.—Farmers Grain Dealers Ass'n of Kansas.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

Jan. —.—Michigan Hay & Grain Ass'n at Owosso.

New Com'ites Grain Dealers National Association.

For the ensuing year the following standing com'ites of the Grain Dealers National Ass'n, including a new "com'ite on general conditions," have recently been appointed by Pres. Lee G. Metcalf.

Arbitration Com'ite.

Earle M. Combs, Chairman, Chicago.
Elmer Hutchinson, Arlington, Ind.
L. W. Gifford, Cedar Rapids, Ia.

Trade Rules Com'ite.

J. W. Redford, Chairman, Chicago.
S. W. Strong, Urbana, Ill.
John S. Green, Louisville, Ky.
Frank Kell, Wichita Falls, Tex.
J. G. McKillen, Buffalo, N. Y.

Membership Com'ite.

W. L. Lyle, Chairman, Huntsville, Ala.
Lee D. Jones, Memphis, Tenn.
Dan B. Granger, Cincinnati, O.
J. D. Steele, Charleston, W. Va.
C. C. Flanley, Sioux City, Ia.

Legislative Com'ite.

A. E. Reynolds, Chairman, Crawfordsville, Ind.
E. M. Wayne, Delavan, Ill.
Geo. A. Wells, Des Moines, Ia.
Wm. T. Cornellison, Peoria, Ill.
Jas. W. Sale, Bluffton, Ind.

Transportation Com'ite.

Henry L. Goemann, Chairman, Mansfield, Ohio.
R. A. Schuster, Chicago.
D. F. Piazek, Kansas City, Mo.
H. A. Feltus, Minneapolis, Minn.
J. W. Holmquist, Omaha, Neb.

Hay and Grain Joint Com'ite.

W. A. Cutler, Chairman, Adrian, Mich.
W. E. Tompkins, Toledo, O.
L. S. Arrington, Augusta, Ga.

Demurrage Com'ite.

W. M. Richardson, Chairman, Philadelphia.
George Harsh, St. Louis, Mo.
C. B. Fox, New Orleans, La.

Natural Shrinkage Com'ite.

H. C. Jones, Chairman, Baltimore, Md.
Maurice C. Niezer, Fort Wayne, Ind.
H. C. Moeller, Des Moines, Ia.

Telephone and Telegraph Service Com'ite.

Fred Mayer, Chairman, Toledo, O.
Otto Keusch, New York.
P. P. Donahue, Milwaukee, Wis.
Marshall Hall, St. Louis, Mo.
Leslie F. Gates, Chicago.

Crop Reports Com'ite.

W. E. Sheldon, Chairman, Jackson, Mich.
W. S. Washer, Atchison, Kan.
Seth Catlin, Jr., Boston.
Samuel Walton, Pittsburgh, Pa.
Frank W. Blazy, Cleveland, O.
E. Bossmeyer, Jr., Superior, Neb.
E. Kilmartin, Malvern, Ia.
Wm. Frank, Frankfort, Ind.
Guy E. Patteson, Memphis, Tenn.
William Grettum, Duluth, Minn.
Frank L. Evans, Decatur, Ill.

Uniform Grades Com'ite.

Bert A. Boyd, Chairman, Indianapolis.
Frank E. Gillette, Nashville, Tenn.
J. C. Murray, Chicago.
E. Wilkinson, Birmingham, Ala.
John M. Dennis, Baltimore, Md.
H. F. Shepherdson, Minneapolis.
W. F. McCullough, Wichita, Kan.
Chas. A. Ashpaugh, Frankfort, Ind.
A. B. Crouch, Temple Tex.
L. G. Graff, Philadelphia.
M. L. Cushing, Fitchburg, Mass.
B. L. Hargis, Kansas City.
Paul Van Luenen, Cincinnati.
W. J. McCabe, Duluth, Minn.
R. C. Baldwin, Bloomington, Ill.
Elmer E. Cope, Omaha, Neb.
F. W. Blinn, Detroit, Mich.

General Conditions Com'ite.

E. C. Eikenberry, Pres. Ohio Grain Dealers Ass'n, Camden.
H. H. Deam, Pres. Indiana Grain Dealers Ass'n, Bluffton.
Victor Dewein, Pres. Illinois Grain Dealers Ass'n, Warrensburg.
F. D. Milligan, Pres. Western Grain Dealers Ass'n, Jefferson, Ia.
A. H. Bennett, Pres. Kansas Grain Dealers Ass'n, Topeka.
James D. Mann, Pres. Missouri Grain Dealers Ass'n, Montrose.

Advisory Com'ite.

J. W. McCord, Sec'y Ohio Grain Dealers Ass'n, Columbus.
Chas. B. Riley, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.
S. W. Strong, Sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.
Geo. A. Wells, Sec'y Western Grain Dealers Ass'n, Des Moines, Ia.
E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka.
T. A. Bryant, Sec'y Missouri Grain Dealers Ass'n, Webster Groves.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Big Car of Wheat.

Grain Dealers Journal: Occasionally we have noticed items calling attention to large carloads. We do not recall how large cars we have seen mentioned, but we have just unloaded the largest car of wheat which has been received by our house in the last 20 years. It carried a net weight of 126,280 lbs., or 2,104.40 bus.—L. B. Young, pres., Kansas Grain Co., Hutchinson, Kan.

Shipper Entitled to Prompt Returns.

Grain Dealers Journal: I think the grain ass'ns should try to pass and enforce a rule to the effect that if a buyer did not get returns to the shipper before railroad claims on those shipments were outlawed the shipper should stand the loss in transit, if any. Out of 68 cars shipped during July have returns on only 48. If the other 20 cars show any loss I will undoubtedly have to stand it as the new 4 months' rule on railroad claims prevents me from filing claim with the railroad company.—E. R. Smith, Joy Grain Co., Greensburg, Kan.

Cowgill Heads Omaha Exchange.

F. S. Cowgill has been elected pres. of the Omaha Grain Exchange for the ensuing year. The office and duties of the presidency will not be new to Mr. Cowgill, as he served in that capacity during 1910, and his election at this time is evidence of the beneficial administration in that year.

Mr. Cowgill is pres. of the Trans-Mississippi Grain Co., Omaha, Neb. He is a native of Illinois, and entered the grain trade at Peoria with Bartlett, Frazer & Co., being assigned to the Omaha office of that company 12 years ago. He



F. S. Cowgill, Omaha, Neb.

is very popular with the local trade and has a host of friends in other sections, all of whom wish him a successful second term in the position for which he is particularly well adapted.

Wide Scope of Federal Tax Law.

The com'sner of internal revenue at Washington, D. C., has ruled within the last ten days that a sale "to arrive," if made before the grain is loaded, is taxable under the new federal special taxes, so long as the deal is transacted upon a board of trade. This is rather an unexpected interpretation of the law. This tax is paid by war tax stamp, 1c for every \$100 of value, and became effective Dec. 1. For a week subsequent to that date the federal building at Chicago had difficulty in meeting the demands of the huge crowds of tax payers and stamp buyers, all asserting that they had been on the "waiting list" since late in November. Had no attempt been made to pay the special taxes prior to that date the person subject to the tax would be liable to a fine.

The commercial broker is taxed \$20, and he is broadly defined as "one who negotiates sales or purchases for others." Of this \$20, \$13.34 is now due, the whole to be paid not later than June 30, 1915. The payment of this tax as a commercial broker makes it unnecessary to also pay a tax as a commission merchant, the latter being defined as one "whose business it is to receive into their possession goods, wares, or merchandise, to sell same on commission." The tax on a commission merchant is also \$20, and the payment of that amount by such merchant makes it unnecessary to pay a similar tax as a broker.

The law specified that "on every sale, or agreement of sale, or agreement to sell, there shall be delivered by the seller to the buyer a bill, memorandum, agreement, or other evidence of such sale, to which there shall be affixed lawful stamps in value equal to the tax on such sale."

The cancellation of these stamps is provided for by compelling the seller to write his initials and the date of sale upon the face of such stamp.

On import freight an internal revenue stamp of 1c must be affixed to either the thru B/L issued at foreign point of shipment or to the B/L or receipt issued by the rail carrier at the port of importation, which stamp must be furnished, affixed and cancelled by shipper, consignor or person to whom issued.

Even tho a car of grain or other freight is transferred from one side track to another in the same city that switching will be considered a shipment and the movement is taxable with a 1c revenue stamp, to be affixed and cancelled by the "shipper." Reconsignments are treated in the same manner, providing a new B/L is necessary. The law imposing stamp tax on shippers' Bs/L reads as follows:

It shall be the duty of every railroad or steamboat company, carrier, express company, or corporation or person whose occupation is to act as such, to issue to the shipper or consignor, or his agent, or person from whom any goods are accepted for transportation where a charge exceeding 5 cents is made a B/L manifest, or other evidence of receipt and forwarding for each shipment received for carriage and transportation, whether in bulk or in boxes, bales, packages, bundles, or not so inclosed or included; and such shipper, consignor, agent, or person shall duly attach and cancel, as is in this Act provided, to each of said Bs/L manifests, or other memorandum, a stamp of the value of 1 cent.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Montreal, Que., Dec. 3.—Exports from this market for the season were 60,839,376 bus. wheat, 8,492,983 bus. oats, 4,588,945 bus. barley and 125,746 bus. rye; compared with 33,187,474 bus. wheat, 7,279,880 bus. oats, 5,087,489 bus. barley and 210,808 bus. rye for 1913.—C. L.

Montreal, Que., Nov. 19.—Since the opening of navigation, up to and including today, the elvtrs. of the Harbour Com'n's'ers have received 61,675,181 bus. of grain, an increase of 17,000,000 bus. over the corresponding period in 1913. The total deliveries for the same period this year are 58,953,055 bus., a gain of 15,000,000 bus. over last year. Of the total receipts, Elvtr. No. "1" handled 28,477,151 bus., loading out 26,721,143 bus.; Elvtr. No. "2," received 23,802,275 bus. and shipped 27,836,157 bus. The floating elvtr. of the com'n's' received 4,395,755 bus. and shipped the same amount. Receipts at Elvtr. No. "1" for the week ending today were 284,773 bus., but the deliveries amounted to 585,444 bus. At Elvtr. No. "2" the receipts were 480,634 bus. and deliveries 595,429 bus. The floating elvtrs. handled 94,553 bus. for the week.—C. L.

IDAHO.

Juliaetta, Ida., Dec. 3.—We received 45,000 sacks of the 1914 crop and still had in storage 17,000 sacks the first of the month, as compared with 30,000 sacks a year ago.—J. H. Millard, mgr. Farmers Union Warehouse Co.

ILLINOIS.

Decatur, Ill., Dec. 2.—Practically no corn moving.—F. P. Smith & Co.

Ridge Farm, Ill., Dec. 8.—Corn all in; we got 140,000 bus. out of field.—F. Jones, mgr. Farmers Elvtr. Co.

INDIANA.

Carmel, Ind., Dec. 1.—Husking nearly done; very little wheat moving; demand for mill feed getting better.—R. J. Follett & Co.

IOWA.

Hubbard, Ia., Dec. 2.—Big movement of corn; shipping 2 to 5 cars a day.—Farmers Elvtr. Co.

Badger, Ia., Nov. 28.—New corn moving freely; have handled 52,043 bus. to date; received 9,890 bus. of grain today.—T. A. Pfund, mgr. Farmers Elvtr. Co.

Storm Lake, Ia., Dec. 2.—No grain goes thru here. We are at end of a branch of the C., M. & St. P. Corn all gathered; never knew so much corn to be moved in November; they have broken the market.—Farmers Elvtr. Co.

KANSAS.

Luray, Kan., Nov. 30.—About 70% of wheat marketed; no corn to come in; will have to ship in all corn used; none raised this year.—W. A. Harding, mgr. Farmers Union Co-operative Ass'n.

Cedar, Kan., Dec. 6.—Lund & Son shipped 117,000 bus. of new wheat since July 10 and I have bot 5,200 bus. since I took possession a few days ago.—A. A. Bradley, now prop. Lund Elvtr.

Wagstaff, Kan., Dec. 3.—Large per cent wheat has been marketed here; considerable corn leaving this section this fall; cholera killed great many hogs and cattle, so will not need much corn this winter.—Wagstaff Mercantile Co.

MARYLAND.

Baltimore, Md., Nov. 30.—A new record movement for the amount of grain exported in one month from this city was made in the month ending today, 9,028,000 bus. having been shipped abroad during November. Nearly ½ of the entire exports consisted of

oats, with wheat second and rye third.—B. N.

MICHIGAN.

Lansing, Mich., Dec. 7.—Total number of bus. of wheat marketed at 85 mills, 93 elvtrs. and to grain dealers during November is 372,133 bus. The estimated total number of bus. of wheat marketed in the 4 months, August-November, is 5,500,000 bus.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Minneapolis, Minn., Dec. 5.—Receiving much new corn and some of it from North Dakota. Altho most of it is mixed, it grades well and foretells the day when Minneapolis will be a great corn market.—C.

NEBRASKA.

Cook, Neb., Dec. 1.—Nearly all wheat has been shipped out. Feeders will take most of it.—H. R. Proffitt, mgr. Cook Lbr. & Grain Co.

Lincoln, Neb., Nov. 20.—Corn will move earlier than usual account dryness and lack of money. Center of yield is shifted westward this year and supplies will mostly come from an entirely different source than last 3 years.—KornTalk.

NEW HAMPSHIRE.

Concord, N. H., Dec. 3.—Corn coming in good.—Cressy & Co.

NEW YORK.

Herkimer, N. Y., Nov. 27.—All grain consumed here; none shipped out.—E. M. Hehner.

OHIO.

Columbus, O., Dec. 1.—About 43% 1914 wheat crop was sold as soon as threshed; compared with 44% last year.—Ohio Dept. of Agriculture.

OKLAHOMA.

Dacoma, Okla., Nov. 30.—Wheat selling at 96c; corn being shipped in, selling at 75c. So far the 4 elvtrs. here have shipped about 240 cars of grain; about 30% of wheat left in farmers hands.—Walter Hunsaker.

OREGON.

Portland, Ore., Dec. 3.—Receipts at this market to date were 9,809 cars wheat, 1,190 cars oats and 946 cars barley.—F. C. D.

WASHINGTON.

Tacoma, Wash., Dec. 3.—Receipts at this market to date were 6,057 cars wheat, 309 cars oats and 278 cars barley.—F. C. D.

Seattle, Wash., Dec. 3.—Receipts at this market to date were 4,922 cars wheat, 737 cars oats and 623 cars barley.—F. C. D.

WISCONSIN.

Madison, Wis., Dec. 3.—On Nov. 1 there was 81.3% of 1914 wheat, 74.1% rye, 77.8% barley, 85.3% oats, 91.5% corn, 46.6% peas and 87.1% beans in farmers hands; about 4.3% of 1913 corn crop in farmers hands.—Sec'y State Board of Agriculture.

Exports of Grain, Weekly.

Week ending	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,758,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	280,000	366,000
Aug. 22	9,286,000	5,731,000	612,000	218,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sep. 5	9,049,000	3,984,000	769,000	278,000
Sep. 12	7,440,000	3,356,000	2,746,000	157,000
Sep. 19	5,230,000	2,812,000	2,660,000	138,000
Sep. 26	6,483,000	3,245,000	2,570,000	94,000
Oct. 3	8,304,000	4,245,000	4,078,000	147,000
Oct. 10	6,368,000	4,135,000	1,611,000	68,000
Oct. 17	4,291,000	4,620,000	2,000,000	165,000
Oct. 24	4,917,000	4,611,000	1,696,000	2,000,000
Oct. 31	5,691,000	4,777,000	2,167,000	1,696,000
Nov. 7	5,866,000	4,374,000	1,845,000	91,000
Nov. 14	7,585,000	5,472,000	1,728,000	134,000
Nov. 21	5,767,000	4,871,000	2,219,000	148,000
Nov. 28	5,874,000	4,061,000	1,819,000	202,000
Dec. 5	9,381,000	3,161,000	1,428,000	7,000
Tot.	148,293,000	100,482,000	33,173,000	9,404,000

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Duluth	15,876,203	15,072,067	15,603,434	15,253,333
Chicago	14,102,000	2,154,000	9,645,000	2,301,000
K. City	10,777,050	1,975,200	8,633,250	1,485,600
St. Louis	4,255,107	2,601,802	3,249,940	1,751,290
Omaha	2,408,400	992,400	2,080,800	970,800
Wichita	2,355,600	772,800	1,872,000	346,000
Milw'kee	1,495,050	379,500	1,198,111	256,748
Baltim'e	1,045,800	3,425,195	1,993,849	3,264,290
Toledo	636,000	800,000	168,600	589,000
Louisville	434,080	749,533	.....	.....
San Fran.	533,833	.....	224,000	37,000
Detroit	253,000	338,000	181,741	200,916
Cincinnati	246,874	331,128	93,000	115,000
Peoria	130,000	108,000	108,000	22,000
Ind'napolis	115,000	70,000	3,151,844	263,290
New Orleans	.....	.....	.....	.....

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	12,458,000	2,805,000	6,001,000	4,247,000
Milw'kee	2,835,150	479,080	1,307,093	112,638
Ind'polis	1,856,000	872,000	222,000	173,000
Omaha	1,165,200	3,597,600	777,700	2,929,300
Peoria	1,152,000	1,247,080	872,999	1,121,140
St. Louis	1,026,845	981,580	539,370	365,270
Baltimore	953,147	174,048	634,970	19,418
Kan. City	698,750	2,223,750	275,000	1,251,250
Cincinnati	592,904	511,865	236,214	178,723
Toledo	493,000	343,200	248,800	114,800
Detroit	391,000	122,000	209,000	20,500
Louisville	297,925	.....	143,935	.....
San Fran.	33,536	9,000	.....	.....
Wichita	85,200	79,200	46,700	27,800
New OrL.	.....	.....	117,856	112,150

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	11,844,000	6,852,000	11,988,000	6,634,000
Baltim'e	5,343,130	264,436	4,815,335	.....
Milw'kee	2,069,100	1,292,400	2,912,789	1,408,630
St. Louis	2,017,900	2,123,300	1,533,970	1,349,190
Duluth	1,366,902	1,504,867	1,593,585	449,885
Omaha	1,334,500	1,242,700	1,533,000	1,795,500
Kan. City	748,000	838,100	557,600	945,200
Peoria	742,300	748,500	762,525	985,275
Louisville	488,500	.....	418,000	.....
Cincinnati	396,377	618,387	171,626	339,830
Toledo	310,700	92,800	256,000	260,600
Ind'napolis	269,000	321,000	200,000	185,000
Detroit	261,000	210,000	72,000	52,000
San Fran.	154,812	82,250	.....	.....
Wichita	13,500	51,000	7,500	26,500
New OrL.	.....	.....	94,720	1,640

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Baltim'e	1,520,147	69,461	1,377,234	25,200
Duluth	1,265,250	38,125	1,327,870	88,610
Milwaukee	610,630	305,800	431,770	225,967
Chicago	354,000	359,000	249,000	118,000
Omaha	151,800	17,600	143,000	25,000
Detroit	83,000	28,000	40,000	9,000
St. Louis	44,000	19,300	40,850	7,020
Kan. City	29,700	37,400	40,700	16,500
Louisville	29,500	.....	20,060	.....
Cincinnati	26,994	90,975	4,123	18,006
Peoria	20,400	64,800	14,200	37,200
Toledo	20,200	10,000	14,100	4,700
Wichita	5,000	.....	5,000	.....
Indianapolis	1,000	4,000	1,000	1,000

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Duluth	3,303,864	2,031,033	3,718,240	2,957,161
Chicago	3,187,000	2,667,000	1,042,000	598,000
San Fr.	2,449,667	559,500	.....	.....
Milw'kee	1,822,980	2,106,000	730,825	527,653
St. Louis	421,600	497,200	18,550	12,430
Baltimore	344,085	545	230,294	.....
Peoria	252,800	296,168	154,105	118,300
Omaha	167,800	54,600	15,000	7,000
Kan. City	107,800	44,800	53,200	2,800
Louisville	84,500	.....	.....	.....
Cincinnati	41,579	60,630	2,154	5,520
Detroit	15,000	5,000	1,000	.....
Toledo	4,000	2,000	.....	.....

Movement of Flaxseed in November.

Receipts and shipments of flaxseed in the following markets for November, 1914, compared with November, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Kan. City	3,000		2,000	
Duluth	2,230,376	2,193,716	3,554,645	1,761,915
Milwaukee	151,351	48,000		
Chicago	11,000	262,000	2,000	7,000

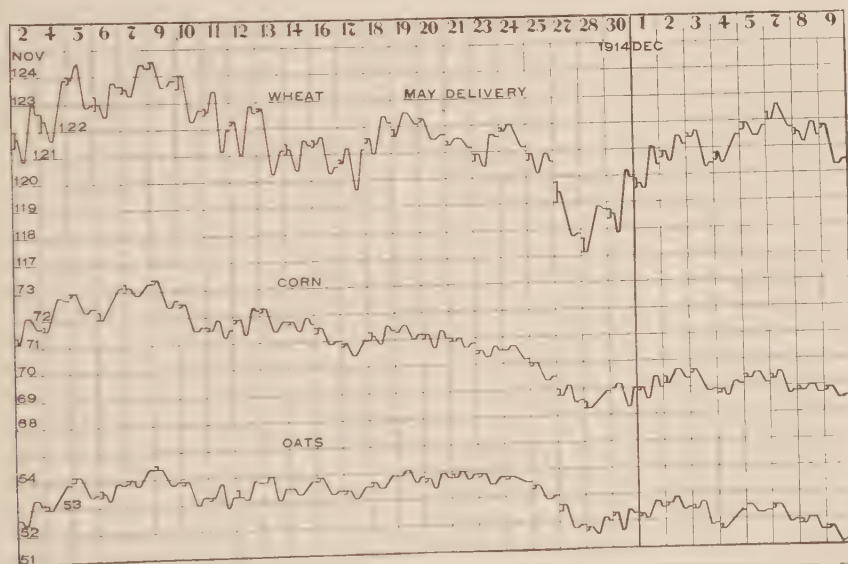
Corn Movement for the Crop Year.

Receipts and shipments of corn at the leading markets during the crop year ended Dec. 1, 1914, compared with the 12 months ended Dec. 1, 1913, as officially reported by the secretaries of the various exchanges, were as follows (000s omitted):

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	94,607	127,218	59,083	95,095
Omaha	34,138	26,085	27,194	22,449
Kansas City	26,890	18,626	18,216	11,497
Milwaukee	18,182	11,603	12,421	7,944
St. Louis	17,432	23,003	10,392	12,156
Peoria	15,051	17,022	7,243	10,766
Cincinnati	8,641	7,679	5,234	4,195
Louisville	8,550	10,647	5,791	6,912
Toledo	4,718	4,053	2,413	1,919
Baltimore	4,138	23,066	1,172	19,701
Detroit	3,077	2,725	1,853	1,497
Wichita	1,786	2,581	1,016	1,149
Duluth	750	491	750	491

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during November and part of December are given on the chart here-with.



Daily Closing Prices.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.											
	Nov. 25.	Nov. 27.	Nov. 28.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 7.	Dec. 9.
Chicago	115 1/2	112	113	113 1/2	114 1/2	114 1/2	114 1/2	116 1/2	117	116 1/2	115 1/2
Minneapolis	113 1/2	110 1/2	111 1/2	112 1/2	112 1/2	113 1/2	113	114 1/2	114 1/2	114 1/2	112 1/2
Duluth	115 1/2	112 1/2	113 1/2	114 1/2	115 1/2	115 1/2	115	115 1/2	115 1/2	115 1/2	114 1/2
St. Louis	111 1/2	109 1/2	110 1/2	111 1/2	112 1/2	113	112 1/2	113 1/2	113 1/2	114	113
Kansas City	107 1/2	104 1/2	104 1/2	107 1/2	108 1/2	108 1/2	108	108 1/2	109 1/2	108 1/2	108
Milwaukee	115 1/2	112	113	113 1/2	114 1/2	114 1/2	114 1/2	116 1/2	116 1/2	116 1/2	115 1/2
Toledo	115 1/2	113 1/2	113 1/2	114	114 1/2	115	114 1/2	116 1/2	117 1/2	117 1/2	116 1/2
*Baltimore	117 1/2	115	116 1/2	116 1/2	117 1/2	120	119 1/2	121	121 1/2	121 1/2	121
Winnipeg	117	114	115	115 1/2	116 1/2	117 1/2	116 1/2	116 1/2	117 1/2	117 1/2	116 1/2
DECEMBER CORN.											
	Nov. 25.	Nov. 27.	Nov. 28.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 7.	Dec. 9.
Chicago	63 1/4	63 1/4	63 1/4	63	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	62 1/2	62 1/2
Kansas City	61 1/4	60 1/2	60 1/2	60 1/2	61	61 1/2	61 1/2	61 1/2	61 1/2	60 1/2	60 1/2
St. Louis	63 1/2	62 1/2	62 1/2	62 1/2	63	63 1/2	63 1/2	63 1/2	63 1/2	62 1/2	62 1/2

*November delivery to Nov. 30.

Grain Exports Heavy.

PORTLAND, ORE., LOADED for export 465,000 tons of grain during the first 5 days of December, nearly one-third of the total November tonnage, which was a record month.

THE EXPORT movement of grain at New Orleans is brisk as many vessels are used for horse and mule shipments out of that port, and all of these ships trim with wheat or corn.

THE GREEK STEAMER Paralis was chartered while en route from Cardiff and was intercepted off Sandy Hook by wireless and ordered to Baltimore. She will load 20,000 qrs. grain for Rotterdam.

THE EXPORT RATE on a recent shipment of grain from New York to Norway was 27c per bu., but even at these high rates there is no disposition on the part of steamship interests to offer a large amount of room.

HIGH OCEAN FREIGHTS and war risks on Argentine shipments are an effectual barrier to the full exportation of their new crop of wheat as more than double the present gulf rates are asked to carry wheat from Argentine to Liverpool. This means the United States will be without competition for the next 2 months.—W. H. Perrine & Co.

EXPORTS OF WHEAT from Galveston for November amounted to 5,093,393 bus.; compared with 40,000 bus. for the same month last year. Genoa was the destination of 13 cargoes out of a total of 30, and Liverpool was the next largest receiver with 4 cargoes. The total wheat exports since Sept. 1 were 16,452,528 bus.; compared with 1,299,862 for the same 3 months of 1913.

GRAIN from United States for Europe has thus far been the largest item of cargo to pass thru the Panama Canal. For the 2 months ended Nov. 1, 17 vessels chose this shorter route from the Pacific to Europe and carried 1,825,062 bus. of wheat and 3,354,872 bus. of barley.

MONTEVIDEO has just received a shipment of 3,000 tons of United States red winter wheat, and enough more will be shipped later to bring the total of the single order up to 18,000 tons. The wheat is consigned to the Cia. Molinos, Y Elevadores de Granos del Rio de la Plata.

THE NORWEGIAN steamer Bauto is loading 40,000 bus. of grain at New York. This is the entire capacity of the vessel, which when loaded draws but 14 feet of water and only 9 feet when empty. The use of this little vessel in the grain export trade shows the dire need of additional ships.

NINETEEN CARLOADS of Iowa corn have been shipped to New York for export to Belgium to aid the war victims of that country. The corn was contributed from every section of the state, and was largely in the form of donations. The Belgian Relief Ass'n, however, purchased a small part of the shipment, but the money expended had been donated by the sections in which the grain was purchased. This movement on the part of Iowa follows closely the action recently taken by Kansas, which donated practically a whole cargo of wheat for the same cause, the wheat being milled free of charge by Minneapolis millers.

OATS EXPORTS from the Pacific Northwest to Europe are limited only by the charter tonnage offered. While the Oregon and Washington oats crop is 25% less than last year those states will still have a surplus for exportation. The first week of December 2,000 tons were sold to the U. S. Government and 8,000 were shipped to Europe. The Den of Airlie carried 35,100 bus. to Europe and 126,000 bus. to Manila. Another vessel carried 3,500 tons listed as flour, because oats intended for army horse feed would be contraband of war. The French government is in the market for oats, but ships are difficult to obtain. British bark Inverclyde took 3,030 tons of wheat from Seattle for Cork, Ireland. British steamer King Edgar took 6,000 tons of barley from Seattle, and British bark Falls of Afton left Portland with 109,185 bushels of wheat both bound for the United Kingdom. Other recent charters are: American bark E. R. Sterling, 2,351 tons barley to Australia; French bark Marechal de Villars, 1,941 tons barley to United Kingdom; steamship Columbia, 1,000 tons flour and 1,000 tons wheat to South America. Grain freights for sailing ships to Europe are quoted at 40s. Steamers cannot be had for less than 50s. The Norwegian ship Karmo will be loaded with wheat for Europe.—D.

THE GRAIN shipping season at Duluth-Superior was very satisfactory this year despite the comparatively small harvest of spring wheat, receipts of all grain totaling over 1,000,000 bus. more than the total for 1913. Arrival of bonded grain from Canada dropped from 5,028,370 bus. in 1913 to 1,155,015 bus. in 1914. Stocks of grain on hand at the close of navigation amounted to 9,730,000 bus., compared with 14,076,000 bus. in 1913.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Seima, Ala., Nov. 28.—Grain acreage probably larger than in any other county in state, but local demand will consume a large part of crop.—Sec'y Chamber of Commerce.

COLORADO.

Towner, Colo., Dec. 3.—Crops are good in this vicinity; corn making 35 bus.; wheat made 20 bus.; wheat acreage larger than ever before; in good condition.—R. J. McGrath, agt. K. S. Jepson.

IDAHO.

Juliaetta, Ida., Dec. 3.—Fall sowing of grain about the same as last year.—J. H. Millard, mgr. Farmers Union Warehouse Co.

ILLINOIS.

Decatur, Ill., Dec. 2.—New corn grading fine.—F. P. Smith & Co.

Niantic, Ill., Dec. 4.—Corn will average 40 bus.; quality fine.—Delaney Bros.

Erwin, Ill., Dec. 2.—Corn fine quality; will average 25 bus.—M. Connard, mgr. G. S. Connard & Co.

Mt. Sterling, Ill., Dec. 7.—Wheat acreage much larger than ever before; looking fine.—E. E. Pendleton.

Graymont, Ill., Nov. 27.—Corn averaging 23 bus.; quality fine.—Joe Eyman, mgr. Farmers Elvtr. Co.

Clayton, Ill., Dec. 7.—Wheat acreage 30% larger; looking fine.—F. W. Burgessor, agt. Central Ill. Grain Co.

Hersman, Ill., Dec. 7.—Fall wheat looking fine; acreage biggest ever sown.—Montgomery, Morris & Means.

Meredosia, Ill., Dec. 7.—Corn averaged 35 bus.; much of it is wormy.—H. R. Meyer, mgr. Farmers Grain Co.

New Berlin, Ill., Dec. 3.—Corn nearly all shucked; yield only fair; grades No. 3.—C. R. Taylor, mgr. Farmers Elvtr. Co.

Ridge Farm, Ill., Dec. 8.—Corn fine quality; average crop; yield 45 bus. per acre.—F. Jones, mgr. Farmers Elvtr. Co.

Flanagan, Ill., Nov. 27.—Corn averaging 30 bus.; quality fine; all grading No. 3.—C. J. Collins, mgr. Farmers Grain & Coal Co.

Pontiac, Ill., Nov. 27.—Corn in Livingstone Co. will average 30 bus.; quality best ever had.—S. F. Spalding, with Somers, Jones & Co.

St. Francisville, Ill., Dec. 3.—Corn practically all gathered; averaged 25 to 30 bus.; wheat looks good; fly damaged earliest sown.—Baker Elvtr. & Mill Co.

Perry Springs sta. (Versailles p. o.), Ill., Dec. 7.—Corn averaged 45 bus.; quality good; fall wheat acreage large; looking fine. Geo. Gant, agt. Beggs, Lewis & Bell.

INDIANA.

Carmel, Ind., Dec. 1.—Too dry for growing wheat; fine for corn; little better than ½ corn crop; very ordinary quality.—R. J. Follett & Co.

IOWA.

Hubbard, Ia., Dec. 2.—New corn grading No. 2 and 3.—Farmers Elvtr. Co.

Reinbeck, Ia., Nov. 26.—Corn averaging 55 bus.; quality good.—Moeller & Walter.

Gladbrook, Ia., Nov. 21.—Corn averaging 55 bus.; quality fine.—Dreessen & Rehder.

Lost Nation, Ia., Nov. 23.—Corn averaging 60 bus.; quality fair; some of it wet.—J. E. Phelps.

Waterloo, Ia., Nov. 21.—Corn in this territory averaging 50 bus.; fine quality.—Claude S. Bennett.

Minburn, Ia., Nov. 18.—Corn averaging 40 bus.; fine quality.—John Crawford, agt. Wright & McWhinney.

La Porte City, Ia., Nov. 21.—Corn averaging 45 bus., quality fine.—F. E. Hoyt, mgr. Producers Elvtr. Co.

Davenport, Ia., Nov. 25.—Corn crop in northwest Iowa biggest ever raised; quality fine.—Davenport Elvtr. Co.

Storm Lake, Ia., Dec. 2.—Corn good quality; some grading No. 2 in November; some plowing being done.—Farmers Elvtr. Co.

Stilson, Ia., Dec. 1.—Corn fine in both yield and quality; averages 50 bus.—G. C. Ericky, agt. Bowles, Billings, Kessler Co.

West Liberty, Ia., Nov. 24.—Corn averaging 45 bus.; all good quality except down corn which has some rotten grains.—W. C. Addleman.

Davenport, Ia., Nov. 25.—Corn for Scott, Muscatine and Clinton counties will average 45 bus.; quality unusually fine.—Hutton, Collins & Frenzel.

KANSAS.

Wagstaff, Kan., Dec. 3.—Winter wheat not growing much; dry but in fair condition.—Wagstaff Mercantile Co.

Douglass, Kan., Dec. 7.—Evidence of Hessian fly in early sown wheat; all wheat needs moisture.—Conklin Grain Co.

Harlan, Kan., Dec. 6.—Fall wheat very much in need of rain; some claims that Hessian fly has killed some of the early sown; flies very thick.—A. A. Bradley, Cedar.

Luray, Kan., Nov. 30.—Growing wheat all right yet but ground is loose. If we do not get moisture soon it will not stand the winter and especially windy spring months.—W. A. Harding, mgr. Farmers Union Cooperative Ass'n.

Topeka, Kan., Nov. 24.—Wheat acreage about 8,870,000 acres; corn crop in north central counties was poor, which induced more wheat sowing; average condition growing wheat 83.23%; a little early sown infested with Hessian fly. Corn acreage this year 5,279,552 acres; yield 87,338,272 bus.; largest aggregate yields were 2,403,360 bus. for Smith county, 2,269,696 bus. for Coffey county, 2,257,290 bus. for Jewell county, 2,231,472 bus. for Lyon county, 2,196,964 bus. for Brown county, 2,105,092 bus. for Osage county and 2,032,088 bus. for Allen county. Oats acreage 1,462,891 acres; yield per acre 31 bus.; yield 45,348,857 bus., which is 61% over 1913 yield. Washington, Crawford, Marshall, Marion, Miami, Montgomery and Sedgwick counties each raised more than a million bus.—J. C. Mohler, sec'y State Board of Agriculture.

MICHIGAN.

Lansing, Mich., Dec. 7.—Condition wheat for state is 94%; compared with 98% last year; and rye 95%; compared with 96% last year.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Green Valley, Minn., Dec. 1.—Corn crop about 25% less than last year.—M. F. Frederick, agt. Inter-State Grain Co.

Brewster, Minn., Dec. 3.—Crops poor here this year; quality good; about 1/3 of crop was too wet last summer.—Jas. Tighe, agt. Hubbard & Palmer Co.

MISSOURI.

Weston, Mo., Dec. 5.—Somewhat dry for wheat.—R. R. Clark, mgr. R. & B. Elvtr. Co.

NEBRASKA.

Cook, Neb., Dec. 1.—Corn will average 25 bus.—H. R. Proffitt, mgr. Cook, Lbr. & Grain Co.

Lincoln, Neb., Nov. 30.—This year's corn crop in Nebraska is 177,000,000 bus., which is 63,000,000 bus. over last year; corn unusually dry for this time of year; quality will not average as good as last year owing to drouth which cut short proper maturing to some extent.—Korntalk.

NEW YORK.

Herkimer, N. Y., Nov. 27.—Grain crop good.—E. M. Hehner.

OHIO.

Columbus, O., Dec. 1.—Condition winter wheat 97%, compared with 101% last year; 5% damaged by Hessian fly; compared with 3% last year; 1% damaged by white grub,

which is same as last year; corn acreage 2,901,070 acres; compared with 2,988,115 acres last year; average yield 37 bus.; compared with 36 bus. last year; total production 107,463,240 bus., against 108,864,120 bus. for 1913. Wheat shows a loss of 4% from last month caused by dry weather and fly; early sown damaged by Hessian fly and late sown by drouth; corn is 1 bu. better; estimated total yield 1,400,000 bus. less than 1913.—Ohio Dept. of Agriculture.

OKLAHOMA.

Poteau, Okla., Nov. 27.—About 4,000 acres wheat sown here this year.—R. D. Turman.

Dacoma, Okla., Nov. 30.—Wheat light weight; not grading satisfactorily. No corn raised here.—Walter Hunsaker.

Oklahoma, Dec. 2.—Winter wheat condition 88%, against 103% last year and 96% last June; acreage about 42% increase over last year; 27 countries report Hessian fly; but damage is light.—C. A. King & Co., Toledo, Ohio.

PENNSYLVANIA.

Oakville, Pa., Dec. 7.—Wheat crop above average; will make 24 bus.; quality good; acreage sown this fall is 25% greater than last year; prospect not so good; has been dry since sowing; corn 85 to 90% full crop; quality good; had bumper crops in general this year. This is garden spot of Pennsylvania.—John K. Beidler & Son.

WASHINGTON.

Seattle, Wash., Dec. 3.—Farmers in majority of cases have finished fall seeding; grain up well in many localities.—F. C. D.

Washington, Dec. 1.—Total wheat yield for 1914 was 32,503,684 bus., oats 4,194,005 bus. and 4,548,951 bus. barley.—R. D. Jarboe, chief state grain inspector, Tacoma.

WISCONSIN.

Madison, Wis., Dec. 3.—About 56.5% plowing was done by Nov. 1; winter wheat acreage 92.6%; condition 99.2%; winter rye acreage 97.6%; condition 99.6%.—Sec'y State Board of Agriculture.

Hessian fly has been literally swarming about volunteer wheat in the Middle West, laying their eggs upon the leaves thereof, up to within the last few days (Nov. 2). Do not anticipate so much trouble resulting from these eggs, as many of them will not hatch, and of those that do, few of the maggots will be able to survive the coming winter. Many of these volunteer plants are densely populated with the Hessian fly in the "flaxseed stage," in which stage it can winter over almost regardless of climatic conditions. As many as 38 of these were found on 1 wheat plant. In all probability these will go over until next spring, largely unaffected by the winter, and help to populate the wheat fields in that vicinity next spring.—Prof. F. M. Webster, in charge of Government Cereal and Forage Insect Investigations.

Determining Kansas Acreages.

The wide discrepancy in reports of the government and those of the state as to Kansas' grain acreages caused J. C. Mohler, sec'y of the Kansas Board of Agriculture, to issue a letter to the trade stating in detail how his reports were compiled. He reported the corn acreage as 5,280,000 while the government figured it 6,442,000, and wheat 8,900,000 against the government's 7,950,000.

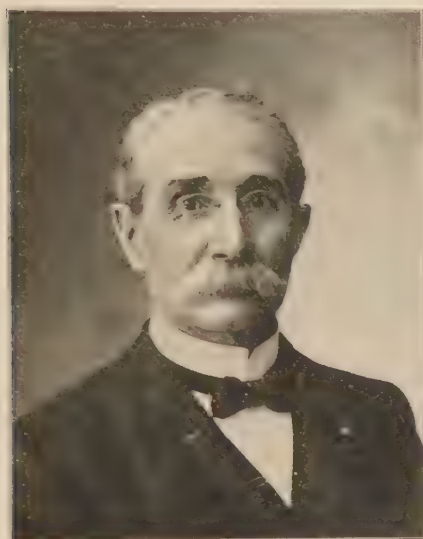
Mr. Mohler states that under the Kansas law the township assessors gather agricultural statistics for the board at the same time they list property for taxation. Hence, these officials each spring, ascertain the acreage devoted to crops, to the accuracy of which they make affidavit, and this information is certified to the state board by the county clerks.

The farmers report direct to assessors the exact number of acres they have sown or planted to each crop. Asses-

sors account for the entire area of each farm: so much in wheat, so much in oats, so much in corn, kafir, meadows, and so on. Under this method the returns must be as accurate as human agencies can make them. Local men do the work. They are acquainted with the people and their farms; their activities are limited to the township, and the returns to the board give the exact facts or very closely approximate them.

Philadelphia as a Port.

Receipts and exports of grain at the port of Philadelphia were larger in 1913 than for any year since 1901. For the last 25 years the figures of last year were only exceeded on 5 occasions. Receipts were, corn, 3,421,462 bus.; wheat, 22,649,387 bus.; oats, 9,293,531 bus.; rye, 125,840 bus.; barley, 547,840 bus.; feeds, 1,222,



J. O. Foering, Philadelphia, Pa., Chief Grain Inspector.

150 bus., total, 37,200,210 bus. Exports were 14,000,000 bus, less than receipts.

With the Girard Point elevator working at capacity these figures will be greatly increased next year and members of the local trade predict the port's biggest volume of business for 1915. The plants which contributed to the showing of 1913 were the 3 Pa. Ry. elevators, 2 of the P. & R. Ry., Keystone Elevator & Warehouse Co., B. & O. Ry.'s elevator, and the four floating elevators, 2 owned by the Girard Point Storage Co., and 2 by the Philadelphia Harbor Transfer.

Jno. O. Foering, chief grain inspector at the port of Philadelphia, has done more, perhaps, than any other man to encourage the advancement of facilities at that city for the handling of a larger tonnage of grain, and he took the deepest interest in the construction of the new Girard Point plant, devoting much time to its development. Now that the elevator is completed he holds it up for the criticism of all expert builders of grain plants.

The port has always handled much Canadian wheat, and during 1913, 19,902,142 bus. of that product were handled. This was the largest year for Canadian wheat, the largest previous tonnage from the Dominion being handled in 1879, when 17,206,876 bus. were put thru the port.

Philadelphia has been one of the foremost in the matter of insisting upon the

government grading of corn and has given freely of its grain inspection fund to aid the cause. This fund, despite extraordinary expenses, showed an actual balance at the beginning of 1914 of \$4,000 and a profit for the year of \$2,300. From this fund was taken the amounts necessary to represent Philadelphia at important trade meetings thruout the year. These gatherings included, New Orleans, Chicago, Washington, and other United States cities, and also one session at Liverpool, where much valuable information was obtained. This gives an idea of the trouble and expense to which members of the Philadelphia grain trade have gone in order to become conversant with conditions in the trade thruout the world, and to make their port better known. This spirit of progressiveness, together with the united effort put forth on the part of the trade, is placing the port of Philadelphia in an enviable position as an Atlantic coast grain port.

I ALWAYS want the Grain Dealers Journal, as long as I am in the grain business.—John F. Burns, agt. Tiedemann Elvtr. Co.

A NEW RECORD for loading was set at Superior, Wis., recently when Elevator S of the Great Northern, loaded the steamer D. O. Mills with 376,000 bus. of wheat in 4 hours, the entire cargo being trimmed by 10 men.

OWING TO SHORTAGE of cars we were unable to handle all of our grain this fall, and we turned down not less than 20,000 to 25,000 bus. of corn alone, not to mention oats and wheat.—Frank V. Uridil, mgr., Farmers' Co-operative Grain Co., Leigh, Neb.

NEW YORK stock exchange will reopen Dec. 12, after a forced closure of 4½ months. The list of stocks which may be bot or sold is restricted and does not include many of those better known. No restrictions are imposed on shares selling at less than \$15.

An Improved Distributing Spout and Dial.

A. E. Honstain has recently made several attractive improvements on the old style distributing spout, which should make the distributing spout more serviceable and of less trouble to the country elevator operator.

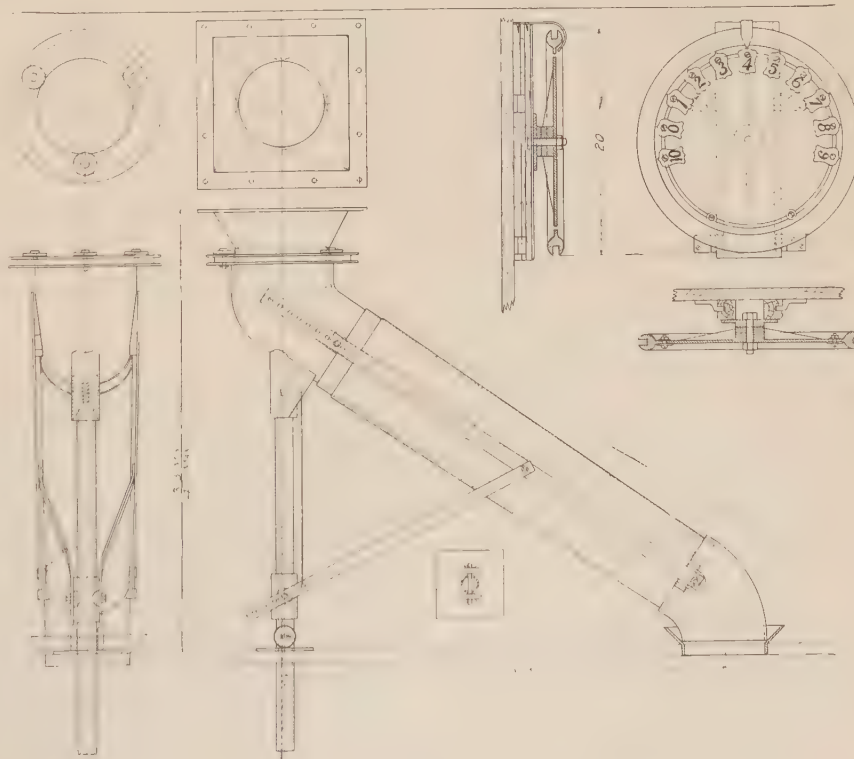
The gaspipe standard supporting the turn spout is supported by a pin on each end of which is a 2-inch wheel. These wheels travel in a circle about the gaspipe sleeve on the bin floor and facilitate the turning of the spout from bin to bin. The gaspipe can be adjusted so as to raise the spout one foot or lower it to offset the settling of the cribbing.

The middle part of the downspout is a removable telescoping sleeve which can be opened so as to remove buckets or other foreign particles that may become lodged in it, without taking down the spout. This portion of the spout can be extended so as to give the delivery end a sweep of 8 to 10 inches greater and thereby reach more bins. This extension is controlled by means of two bars, one on either side of the down spout.

The spout is raised or lowered by means of two other bars which extend from the gaspipe sleeve at floor to the bars on sides of down spout.

For use in connection with this spout Mr. Honstain had designed a cast iron dial with bright brass figure plates that can be moved to any point on its periphery or tightened without breaking. The dial can easily be raised to take up any slack in the rope and offset the settling in the cribbing. The wire rope runs from the sheave in the rim of the dial wheel up over two small pulleys and then around the sheave about the turn head enabling the operator on the ground floor easily to turn the spout where he wishes it.

WE WOULD or could not get along without the Grain Dealers Journal.—O. W. Linkhart & Son, Reeseville, O.



Improved Distributing Spout and Dial.

Elevator Observations.

BY TRAVELER.

WAGON ANNOUNCER. On my visit to E. Stockham's elevator at Hastings, Neb., recently I found a real novelty. The scale platform is so located that it is impossible to see it from the office. Beside the scale platform is a little weigh office, to protect the beam from the weather, but it is not intended that anyone shall remain there. One of the young men of the office equipped the platform with a device which now rings a bell in the office every time a wagon drives upon the platform, giving the alarm



Wagon Announcer Attached to Scale Platform at Hastings, Neb.

and insuring the prompt report of the weighman at the scale beam for duty. He bolted a piece of spring steel to a frame. On the end he soldered a copper plate and over it placed an insulated fibre contact plate, connected by wires to a battery and bell in the main office. Whenever a wagon wheel passes over the spring steel the end is raised, so as to complete the circuit and ring the bell in the office. The arrangement is not patented and any grain dealer similarly located will find the device of help to himself and his patrons. On stormy days farmers are much averse to leaving their team and spending any time hunting the weighman.

* * *

ADVERTISING is not frequently indulged in by the average country elevator operator, in fact if they would see to it that the farmers of their section were kept advised regarding their improved receiving and handling facilities, or their views of the market through their local paper and by letters, the relations between the grain grower and the grain buyer would be more cordial, and each would understand the other better. Elias Hutton, who has recently completed a 20,000 bu. up-to-date elevator at Frankfort, O., issued a letter to the farmers of that section on "Service" in which he said: "This week marks the completion of the most thoroughly equipped elevator in southern Ohio, with bins for 20,000 bus. of shelled grain, cribs for 4,500 bus. of ear corn and three high grade dumps with double elevators. The grade leading to the elevator is low, and reduces the pull to a minimum. We have ample power, so that corn can be unloaded, shelled, elevated and loaded into cars thru an automatic scale by the same operation, so that a line of grain laden wagons a mile long would not cause any congestion or delay your unloading. Everything the farmer could ask for his convenience in shipping grain will be found in our plant, which contains all the

latest elevator equipment. We beg that you will come in and personally inspect this latest marvel in grain handling facilities. Bring your friends and feel free to ask any questions you may desire. WE ARE GOING TO LOOK FOR YOU THIS WEEK." If Mr. Hutton's cordial message to the farmers of his section does not win him many friends and gain him some new customers, even though he does not follow it up with other evidences of his desire to serve them, he and I and many others are not good judges of human nature.

* * *

A DUMP LEVER latch has been designed by R. S. Arthur, agent for the Derby Grain Co. at Beatrice, Neb., which will be found a convenient attachment by elevator operators who prefer to have their dump lever locked until they desire to operate it. Mr. Arthur has placed a block of wood back of his dump lever, which holds it securely in place. This block is just the length of the slot in which the dump lever moves, and one end of it is fastened to the lever by means of a hinge, which permits it to drop into the slot when small lever on dump lever handle is released. When Mr. Arthur desires to dump a load, he pushes the small handle on the dump lever, and by means of a strong rod it lifts the outer end of the block. The block will readily fall in place and lock the dump lever when the dump lever is in position for closed dump. This is a safety first device which every elevator man can adopt with profit.

* * *

CONFIRMATIONS. It is not safe to depend upon one's memory for any business transactions conducted during the day, especially for any grain dealer who conducts much business. In the office of Bossemeyer Bros. at Superior, Neb., recently I discovered a pad of printed sheets of bond paper, designed primarily for recording all transactions made over the telephone in ink. Spaces were provided for the name of firm, postoffice, man talking, whether "they" or "we" called, "bought or sold," "they offer," "option." On these slips the important facts of every telephone conversation conducted by any member of the firm is recorded, signed and filed where it will be easily accessible, and where grain is offered at a certain price, a tickler is provided, so that he will be called up again when Bossemeyer Bros. are in a position to pay his price. All essential facts relating to any transaction are thus recorded and kept on file, with the result that no one is at the mercy of a treacherous memory.



Boys Playing with Elevator Line Shaft at Waterloo, Neb.



R. S. Arthur's Dump Lever Latch.

DANGEROUS LINE SHAFT. As I approached an elevator at Waterloo, Neb., recently I was given a shock by two boys, who were attempting to ride a revolving line shaft, which extended across an open space some 30 inches from the ground. The coat of one of the boys finally got caught in the coupling, and the usual result would have been reported under bold headlines, had the weak texture of the lining not given way and released him. It would not cost much to box in line shafting of this character, so as to guard it from all comers and save the lives of little ones. It would also relieve the owners of such line shafts of much chagrin and remorse after a disastrous accident has occurred.

* * *

A CEMENT FLOOR between elevator and railroad track is to be found at the elevator of the Hall County Grain Co. at Doniphan, Neb. It is one of the most advanced ideas in loading facilities I have found about a country elevator. Much grain is dropped onto the ground

when dealers are loading cars, and in most cases all of it is lost. At Doniphan all of it is saved, because the inexpensive concrete walk permits the grain to be gathered up without gathering any dirt or refuse with it. The pile of rotting grain frequently to be found between elevator and railroad track would more than pay for the best cement walk obtainable. This is surely a practical economy that none can afford to deny their business.

Elevator at Latham, Ill.

One of the most substantial elevators in Central Illinois is the 40,000-bu. house of the Farmers Grain Co. on the Peoria division of the Illinois Central at Latham, Ill.

The building is of cribbed construction its walls being of No. 1 hemlock and genuine kiln dried white pine and covered with iron. As shown in the engraving an addition contains two bins with three outlet chutes to wagons for cobs and chaff. The large spout on the side of house is the chaff spout and the smaller spout from bin floor is the cob spout. This cob and dust house addition measures 10 ft. in width, 36 ft. in length and 25 ft. in height. The elevator proper is 36x36 ft., and 83 ft. high to top of cupola.

The equipment includes two 7x15 elevator legs, gyrating cleaner, sheller, man-lift and car puller all made by the Union Iron Works, automatic dump controller and Richardson Automatic Scale. On May 25 this plant loaded out of the elevator between the hours of 6 a. m. and 12:25 p. m. (noon) a total of 12,544 bus. of shelled corn into eight cars of 80,000 pounds capacity each—1,568 bushels to the car.

Two complete power plants furnish the power. One is a 40-h.p. double cylinder gasoline engine; the other a 50-h.p. kerosene engine. The equipment is so arranged that they may be operated together or as separate units, however, no single part of the installation of one engine is in any way dependent upon the other. The 50-h.p. engine is new—just installed.



Elevator of Farmers Grain Co. at Latham, Illinois.

Grain Carriers

THE ELEVATOR at Texas City, Tex., is handling grain for the first time in months.

MILWAUKEE shipments of grain by lake for the season of 1914 were double the shipments of 1913.

ERIE, PA., has just finished an active season in grain and 12 cargoes have tied up in the Erie harbor for the winter months.

THE C. G. W. RY. has issued a bulletin announcing the suspension of its 5% increase on Illinois intrastate traffic rates until Mar. 15, 1915.

BALTIMORE has 4,500 cars of wheat on track waiting to be unloaded and it is stated that some of this has been on the waiting list for a month.

THE CLEARPOOL, with 356,000 bus. oats from Baltimore for London, collided Nov. 14 with a steamer in Chesapeake Bay and returned to port badly damaged.

WINTER STORAGE wheat charters at South Chicago and Duluth are being made at 1 $\frac{1}{4}$ c. Charters at Chicago amount to 250,000 bus. and Duluth 500,000 bus.

THE ERIE Canal was closed promptly on Nov. 25 to shipments of grain for New York and from that date until Dec. 1 nothing was moved via the canal except a little miscellaneous freight.

THE INTERSTATE COMMERCE COM'S'n has suspended the changes in minimum weights on grain and grain screenings in official classification territory which were to have become effective Dec. 16.

DULUTH reports indicate that during the last two days of November over 6,500,000 bus. of grain were loaded into vessels, all of which were able to clear before the insurance rates were advanced.

RULES AND RATES applying to milling and cleaning of grain in transit over the C., B. & Q. are stated in Sup. 1 to 3200-C effective Dec. 25, and a general increase in the cost of cleaning wheat, corn, bran and flaxseed is indicated.

THE SOUTHWESTERN Missouri Millers' Club, which met on Dec. 4 at Springfield, Mo., expressed itself as in favor of a reciprocal demurrage law for that state, claiming that the present arrangement of demurrage is entirely in favor of the railroads.

PROPOSED INCREASED freight rates on grain and other commodities carried by the Union Pacific Ry. between Wisconsin and Iowa points have been suspended by the Interstate Commerce Com's'n until June 3, 1915. The proposed increases averaged 8%, varying according to distance.

NEW ORLEANS has enough ocean tonnage to load steadily day and night for a month. W. L. Richeson, chief grain inspector, states that grain is moving freely over all the railroads entering the port, and as fast as it is put into elevators vessels are tied up alongside to receive it.

THE INTERSTATE COMMERCE COM'S'n has dismissed the complaint of the New York Produce Exchange asking for a reduction in the present rate of the N. Y. C. and other railroads on ex-lake grain from New York to Buffalo. The rate of 5 $\frac{1}{2}$ c per 100 lbs. was upheld as reasonable.

KENTUCKY State Railroad Com's'n held a hearing on Dec. 3 on the grain rates to 8 distilling points in that state. The Com's'n a short time ago ordered a 30% reduction in rates on grain to 14 distilling points in the state, but the 8 now in question were not included.

ALLEGED DISCRIMINATION against Macon, Ga., in favor of Nashville, Tenn., in the matter of reshipping and rebilling grain was brot before the attention of the Interstate Commerce Com's'n on Dec. 3 when Examiner Watkins heard complaints of members of the Macon chamber of commerce.

GRAIN FREIGHTS to Europe by sailing ship from Seattle, Wash., are now quoted at 40s and some owners want 42s 6d. Steamers because of the strong demand everywhere cannot be had for less than 50s and in most cases higher. The advance it is believed must be paid largely by the growers.—D.

DIVERTING CARS will cost \$2 per car according to a new ruling of the N. Y. C. Lines. This charge applies to cars diverted while in transit, and before arrival at destination specified in B/L, effective Dec. 1. A diversion of hay already calls for a charge of \$2.60, the new charge being an additional penalty in that instance.

REBATING to coal companies is said to have caused the federal grand jury at Trenton, N. J., to return an indictment against the Central Railroad of N. J. The indictment contains 200 counts and charges the railroad with favoring the Lehigh Coal & Navigation Co. with lower rates than the Interstate Commerce Com's'n specified.

THE OMAHA Elevator Co., Omaha, Neb., has filed suit against the Union Pacific Ry. for \$3,000, alleging his amount is due for unloading cars in less than the usual time allowance. The company states that when cars were unloaded in less than the time allowed for such unloading it was to receive $\frac{3}{4}$ c per 100 lbs. from the railroad.

BUFFALO received 125,936,924 bus. of grain during the lake season just closed, compared with 157,442,198 in 1913. Lake receipts of grain for the first week of December were 8,063,678 bus., of which amount 5,566,000 bus. were wheat and 654,000 bus. flaxseed. The amount of grain in storage at present is 8,299,145 bus., compared with 7,488,720 in store at the close of navigation last year.

SOUTHWESTERN RAILROADS have filed increases with the Interstate Commerce Com's'n ranging from 5 to 15%, the advanced rates to become effective Jan. 5 unless suspended by the Com's'n. The increases asked vary according to the volume of traffic, competition and commodities, and are very similar in scope to the increases asked by the western railroads, but which were refused by the Com's'n.

THE HEARING started by the Interstate Commerce Com's'n at Chicago in the matter of grain rates from Milwaukee to eastern points via Chicago, was continued at Milwaukee Dec. 4 and 5. Statements of various shippers were heard showing why the proposed increase in rates of 1c per 100 lbs. should not be made unless a similar increase is made in the rates from Chicago to eastern points. The railroads were hopeful of having this increase in rates become effective Dec. 1, but the Com's'n has suspended the effective date for three months, at which time it will announce its finding.

Grain Carriers.

[Concluded.]

MISSOURI RIVER has been used extensively this fall in transporting grain from points south and east to Williston, N. D. It is estimated that 100,000 bus. of wheat were carried in this way. As soon as the Soo line, which is building west from Plaza, reaches the Missouri river the grain so handled can be shipped by rail and river route to any point desired.

ASHLAND FARMERS' Elevator Co., Ashland, Ill., has filed suit against the C. & A. Ry., contending that the railroad charged 15c per 100 lbs. for a consignment of corn from Prentice to Fayette, Mo., while the rate from Peoria to Fayette is only 12½c. The C. & A. states previous to the shipment referred to it had asked permission of the Interstate Commerce Com's'n to increase the rate.

THE INTERSTATE COMMERCE COM'S'N has found that carriers were justified in proposing a cancellation of the joint rates on grain from stations on the G. N. Ry. in Minnesota and Iowa to Kansas City, Mo., and points in Kansas, Missouri, Oklahoma and Colorado. These rates, the Com's'n held, were relatively lower than the rates from the producing territory in Nebraska to Chicago. The rates which the railroads proposed cancelling are those applying on a three-line haul over the G. N., C. B. & Q. and the A. T. & S. F.

VESSEL INSURANCE, according to American rules, expired at midnight Nov. 30, and every lake port was the scene of much activity the day previous. So long as a vessel cleared before the time expired the insurance was in effect, but should it not get under way before that hour increased rates would apply. Those carrying the Canadian flag have until Dec. 12, while other vessels, which carry their own insurance, are able to extend the date to any period they choose. Insurance companies extended the season of shipping until Dec. 5 but increased the rates from 40c to \$1.

THE NAT'L COUNSEL of Farmers' Co-operative Ass'ns has filed a complaint against the C., B. & Q. with the Interstate Commerce Com's'n alleging failure of the road to furnish elevators, at other than terminal points, with adequate equipment for car shipments of grain, and discriminations by reason of such failure. The ass'n asks that the railroads furnish adequate equipment or reimburse the shippers for service performed by them in placing equipment in condition. An allowance of 80 cents per car is asked. The complainant represents 2,000 elevator companies operating at country stations.—P.

THE SUPREME COURT has upheld the Interstate Commerce Com's'n in its decision prohibiting railroads from granting reshipping privileges on grain at Nashville. This decision reversed the order of the old Commerce Court which had annulled the finding of the Interstate Commerce Com's'n, to the effect that Atlanta and other points must have the same privileges as Nashville. In arriving at its finding the Interstate Commerce Com's'n stated that either the reshipping privileges should be discontinued altogether or they should be extended so as not to discriminate, recommending their discontinuance as the best solution of the problem. Upon appealing to the Commerce Court it was contended by the railroads that the privilege had been granted to Nashville 40 years ago in order to compete with the rail and water route thru that city.

THE LAKE GRAIN carriers and representatives of various exchanges which met at Detroit Nov. 26 to decide who should assume responsibility for grain shortages, failed to reach an understanding, and the conference was adjourned to reopen at Detroit Jan. 6. The carriers represented were the Dominion Maritime Ass'n, Lake Carriers Ass'n, and the Ass'n of Lake Lines; the exchanges were Buffalo, Montreal, Milwaukee, Toronto, New York, Baltimore, Philadelphia, Kansas City and Detroit.

THE INTERSTATE COMMERCE COM'S'N has been asked to force the A. T. & S. F. and G. C. & S. F. to apply thru routes and joint rates for the transportation of grain and grain products from Oklahoma points for export thru New Orleans. The Oklahoma grain dealers and millers ass'ns filed the complaint and state that other lines have a thru rate and route for export grain via any of the gulf ports while the roads complained of make export rates on grain only thru Galveston or Texas City, Tex.

THE PROPOSED increases in Texas freight rates were discussed recently at a convention of millers called by Frank Kell, of Wichita Falls. The convention, which was held at Fort Worth considered the proposal of the railroads to increase the rate on domestic shipments 1c per 100 lbs. and interstate shipments 2c per 100 lbs. The minimum carload weight may be increased by the railroads from 30,000 lbs. to 40,000 lbs. The convention decided not to oppose the increased rates but will fight the minimum weight provision, together with a penalty which the railroads propose on certain transit shipments. This penalty would amount to as much as 1c per 100 lbs. in some instances, and would apply on all shipments where the grain was consigned to Texas points via Ft. Worth, from outside the state. Many towns can be reached in no other way and the penalty would therefore be a hardship upon millers so located. Tho the minimum weight proposed by the railroads is not excessive the millers state their customers are unable to use consignments greater than 30,000 lbs., and should the 40,000 lbs. rule go into effect it would mean they must pay freight on 10,000 lbs. more than is shipped.

WESTERN TRUNK LINES, in Sup. 38 to Circular I-J, effective Jan. 1, 1915, orders that on shipments of grain or seeds, where the car furnished is loaded in excess of the maximum loading capacity of the car ordered, the minimum applying in connection with the cars of capacity next greater than that of the size ordered will be used. When carrier can not furnish car of capacity or length ordered by shipper and for its own convenience furnishes a car of greater capacity or length than the one ordered by the shipper it will be used on the basis of the minimum carload weight fixed in tariff or classification to apply on size of car ordered by the shipper, but in no case less than actual weight. Shippers of grain will save money by loading cars strictly in accordance with the car order. This rule applies also to cars of 70,000 lbs. marked capacity and is in effect on the C. & E. I., C. & N. W., C. B. & Q., C. G. W., C. M. & St. P., C. R. I. & P., C. St. P. M. & O., and the I. C. Rys. The following roads provide protection of actual weight even tho the car furnished may be loaded in excess of 110% of the marked capacity of the car ordered: A. T. & S. F., C. & A., and the Wabash.

THE MINIMUM carload weight, when shipment is made over C., B. & Q. lines east of Mo. River has been altered as follows, effective Dec. 1: Wheat, barley, buckwheat, corn, milo and kafir, 60,000 lbs.; oats and oats screenings in sacks, 85% of car's marked capacity, but not less than 56,000 lbs.; oats and oats screenings except in sacks, 90% of car's marked capacity but not less than 56,000 lbs. These weights are given in Sup. 8 to C., B. & Q. tariff 849-D.

THE GALVESTON EMBARGO on wheat and other grain was raised by the A. T. & S. F. Ry. on Nov. 30, after being in force for six weeks. At the time the embargo was placed there was a big scarcity of ocean vessels and as grain was pouring into the port at the rate of 1,000 cars per day, mostly from the southwest, it soon caused a congestion. When all but 3,000 cars had been provided for one of the elevators at the port burned, placing an additional burden upon those remaining and delaying the raising of the embargo at least 10 days. The Santa Fe freight traffic dep't states that the remaining elevators will be able to care for any grain consigned for export thru Galveston until the Sunset is rebuilt.

THE C. & A. Ry. has asked permission of the Interstate Commerce Com's'n to continue lower rates on grain and grain products from Omaha, via Mexico, Mo., to Mississippi river points than are in effect to intermediate points. The Omaha Grain Exchange complains that there is no justification for the higher intermediate rates, and states to grant the higher rates would exclude Omaha from those intermediate points. The fact that Omaha is a two-line haul is not justification for the higher rates, and it is asked that the Com's'n deny the application. The present rate is 8c on coarse grain and 9c on wheat. To those points in Missouri not on the main line the rates now in effect from Kansas City should be applied as the rate from Omaha.—P.

THE ERIE Ry. announces in its checking sheet No. 21 that on all grain in bulk, carloads, arriving at Jersey City via Erie Railroad, this company will pay to all elevators (a) located on the New Jersey waterfront in New York Harbor, and (b) furnishing ten days free storage (on export grain) and (c) complying with the existing agreement between this company and the New York Produce Exchange, ⅞ of a cent per bushel of oats and 1 cent per bushel of other grain transferred through said respective elevators, and an amount equal to any charge assessed against the grain for storing for the first ten days as herein-after provided. Charges against grain ordered on storage for the first ten days or any part thereof will be ¼ cent per bushel. Free storage for the first ten days will be allowed on grain exported, if ordered on storage before arrival, provided the grain is sent direct from elevator to vessel for export. Such grain to be handled direct from grain boat to vessel through floating elevator, or direct to vessel from railroad elevator. If grain is floated on arrival, no free storage will be allowed. All grain in elevators will be stored after the expiration of the first ten days, by elevators for the owner at the owner's expense and insurance on all grain ordered on storage will be charged by elevators according to the standard short rate table, based on an annual rate of sixty cents per \$100 of value.

THE PROPOSED INCREASED rates in western transportation territory have been suspended by the Interstate Commerce Com'n for 120 days from Dec. 1. The proposed increases were to apply on all commodities. The grain schedules called for an advance of 3c per 100 lbs. Other commodities would have been harder hit than grain, the proposed increase in some instances being as great as 45%.

THE NEW YORK Produce Exchange's complaint against the rate of the N. Y. C. & H. R. Ry. on ex-lake grain from Buffalo to New York for export has been dismissed by the Interstate Commerce Com'n as the rate was found not to be unreasonable. It was alleged in the complaint that the rates were discriminatory in that "they are higher than the divisions which the defendants receive of the all-rail export grain rate from Chicago, Ill., to New York; and that the defendants unduly prefer the port of Montreal, Canada, and discriminate against the port of New York by the existing rate adjustment."

SHIPPERS BY LAKE carriers are expecting that definite action will be taken on the question of a uniform grain B/L at a meeting of vessel men and grain shippers to be held at Detroit January 6. It has been arranged to put the following clause in all charters that are made in the meantime: "Provided that the vessel shall not be responsible for shortage exceeding one-quarter bushel per thousand; the vessel to deliver all grain on board, collect freight upon actual out-turn and make no claim for any over-run; and that where grain is carried at the same time for more than one shipper the shortage, if any, shall be ascertained separately with respect to the grain carried for each of such shippers; save that where two or more of such shipments are carried in the same compartment of the vessel, the shortage, if any, resulting upon unloading the last of such shipments, over and above the one-quarter bushel per thousand on the total amount shipped in that compartment, shall be borne prorata by such shipments."

THE WEIGHING DEP'T of the St. Louis Merchants' Exchange will be allowed 5c per car for furnishing weights to the C. & A. Ry. under Sup. 16 to 28-B applying to grain unloaded in elevators at E. St. Louis and St. Louis, beginning with Dec. 1.

Reducing the Overhead Expense.

Joseph Poos, operating the Star elevator at Eaton, O., has inherited just enough of the thrift of his ancestors to see that waste is an expensive luxury. A ramshackle wooden plant, according to his ideas, is an expensive "luxury" because the insurance rate is high. The engine, conveyors, shafting and belting generally found around an old wooden plant never are up to standard in efficiency and are therefore an added expense. He started in business with an old plant, because its first cost was low, and improved it until his insurance cost is now reasonable and all of the equipment about the elevator gives results at a minimum of cost.

Mr. Poos was originally a farmer, but gave up the rural life to become a grocer at Eaton. Seeing a demand for feed he opened a feed dept., later adding a sawmill and lumber dept. and still later a real estate and loan business. In the spring of 1912 he had an opportunity to enter the grain trade, and traded one of his 3 farms for the elevator mentioned.

As soon as he was in possession of the building he realized that whatever lines of business he engaged in, in the future, he wanted to be known as a grain man. A good grain man, however, is generally installed in an elevator of modern design, and accordingly Mr. Poos, commenced improving the structure, and automatically eliminating the fire hazards. He put on a corrugated iron roof instead of shingles, and then went "after the vitals" of the plant. He threw out a 30 hp. gasoline engine and replaced it with two 10 hp. electric motors, one to drive the sheller and chain drags to the corn dump, and the other located on the second floor to reach the shafting with the least amount of belting. The second motor elevates, cleans and grinds.

Mr. Poos required only a short time as a grain man to learn the expensive habit of loaning grain bags and immediately put a stop to the habit. The loss of time thru primitive unloading methods was next overcome, by the installation of overhead wagon dumps.

The elevator is of 12,000 bus. capacity, 6 bins, each supported by rods. A seed cleaner and feed grinder has been added and Mr. Poos is now contemplating erecting a flour mill, which will complete his additions and improvements in the grain line.

The same sense which pointed out the wastes to Mr. Poos showed him where some additional money could be made with side lines and he has erected a special building to care for lime, cement, fertilizer, etc., and a long row of coal sheds constructed of concrete blocks. The whole yard is floored with cement, making it clean at all times. His property is 400 feet long and to harmonize with the general idea of thrift and neatness he has planted a row of cannas along its entire length.

Some Leaks That Are Explained.

The findings of the Advisory Com'te of the Grain Dealers National Ass'n in the recent conference with railroad traffic managers at Chicago as to the causes of discrepancies between loading and out-turn weights leave much to conjecture. Proof is lacking.

The overloading of cars as a cause of shortage, however, is one that must be admitted in view of the record made by E. A. Fulcomer at Belleville, Kan., of the cars overloaded by shippers and relieved of the surplus by him at the order of the railway company.

Railroad scales are installed nowhere on the Rock Island Railroad between Philipsburg and Belleville except at the latter point, where it has been the custom of the railroad company for some time past to have its agent set out on the team track all cars overloaded. For the surplus grain taken out of each car Mr. Fulcomer pays by check to the station agent. Shippers in that territory may find some of their leaks explained by comparing the car numbers of their shipments with the following record by Mr. Fulcomer:

Date.	No.	Bus.	Amt.	Origin.
July 13	48,671	59	\$36	Gretna.
July 18	48,828	40	25	Philipsburg.
July 18	49,887	114	69	Philipsburg.
July 28	49,238	92	62	Thompson.
Aug. 3	55,069	51	33	Thompson.
Aug. 5	35,042	47	29	Gretna.
Aug. 7	19,501	89	56	Gretna.
Aug. 22	54,695	62	49	Smith Center
Sept. 2	64,337	245	218	Rydall.
Sept. 4	30,614	125	119	Gretna.
Sept. 5	33,332	126	122	Kensington.
Sept. 12	2,055	263	247	Bellaire.
Sept. 19	48,080	234	211	.....
Sept. 23	48,671	74	67	Gretna.
Oct. 17	54,611	110	98	Selden.

NEW ENGLAND railroads are giving good service and are inclined to settle claims in a reasonable time.—Cressy & Co., Concord, N. H.



Star Elevator, owned and operated at Eaton, O., by Jos. Poos.

War Affecting the Grain Trade.

RUSSIA's grain area, in 54 of its governments, shows a decrease this year of 2,111,000 acres. The exportable surplus of all grains this year will be approximately 296,000,000 bus.

WAR INSURANCE rates on grain in American vessels has been reduced to $\frac{1}{4}$ c per bu. to England and Scotland. The risks range from that price up to as much as 10% to the west coast of South America. The rate to the Adriatic is 5%, and to Stockholm 8%.

LEGAL RIGHTS of American exporters to combine in order to meet foreign competition were questioned by J. H. Fahey, pres., U. S. Chamber of Commerce in a recent petition to Pres. Wilson. An amendment to the Sherman law which would permit of such combination is asked.

STOCKS OF WHEAT in Roumania on Nov. 10 amounted to 8,000,000 bus. compared with 17,000,000 bus. a year ago. Exportation has been prohibited and prices in consequence are expected to advance in Austria and Hungary, which countries received a great deal of Roumanian wheat.

ITALY is permitting wheat, destined for neutral points to pass, with the result that wheat imports into Italy for local use as compared with that going thru for Germany and Austria is only about 2 bus. to 10. The consignments for Germany and Austria are routed as a rule for Switzerland.

HOLLAND has consented to lend 10,000 tons of wheat to the starving population of Belgium. The value of the grain is about \$1,000,000. The Holland government was solicited for this assistance at a meeting held in Rotterdam Dec. 7 by the Netherlands Cabinet and representatives of the Belgian Relief Com's'n.

A MILLION BUS. of wheat was purchased in Chicago Dec. 1 for the relief of Belgian war sufferers. The purchase was made by the Rockefeller Foundation and American relief funds from the Armour Grain Co., and J. C. Shaffer & Co. Half of the wheat is now at Buffalo and some will be shipped all rail to New York where it will be loaded for export.

THE RELEASE of a cargo of American grain, held in the steamship *Miramichi*, has been ordered by a British naval court. The wheat was consigned from New York to Rotterdam before the war and the court held that as it left America before the outbreak of hostilities it is still the property of American claimants regardless of the vessel which carries it.

THE SHORTAGE of German wheat is estimated by Broomhall as 2,000,000 tons and that of barley as 3,000,000 tons. Considering the stocks of these grains on hand last July it is stated that the wheat on hand will be sufficient until Aug. 1, 1915. These figures are taken from an official statement by the German Federal Council. The price of wheat is given as \$1.66 per bu. and rye \$1.38 per bu.

SCARCITY OF WHEAT in Holland has resulted in bakers offering a novel substitute for wheat bread. The product is made chiefly from a mixture of ground tulips with a small percentage of wheat flour. In Siberia the tulip bulbs have been eaten for years, but their bitter taste would not be palatable in other European countries. As early as the

17th century tulips were cooked and eaten as vegetables in London but the adoption of the flower plant as a substitute for flour is an innovation.

THE HIGH export vessel rates on grain to Europe are accounted for by the fact that the German and Austrian carriers are either interned at home or have been captured by the allies, and it is also significant that the British government has taken over 1,200 vessels to use as transports to carry provisions to its army on the continent. This has placed the burden of transporting all export grain from this country either upon United States vessels or those of neutral countries and the scarcity of these carriers has caused the steady increase in rates.

TWELVE NEW STEAMERS have been placed in commission this autumn by the Swedish-American-Mexican line, ranging in displacement from 4,000 to 7,000 tons. The reason for its increased efficiency is that the line wishes to make a bid for the carrying trade between the southern United States ports and Europe. Some of the grains which will be carried in large volume are corn, oats, flaxseed and cottonseed cakes. As Sweden is a large importer of these products for her own consumption under normal conditions, the present circumstances would indicate a large business with Russia and continental Europe.

EUROPE'S WHEAT area for 1915 will be the greatest the world has ever known as a result of the present scarcity brot on by the war. In Italy 1,000,000 acres will be added to the regular crop. In many countries women, children, soldiers and prisoners of war are employed in the fields. Even with every available person working on the soil some of the belligerent nations will have a restricted wheat area due to the presence of and damage by contending armies; but this reduction will be more than offset by the increased areas of neutral countries. C. M. Daugherty, Dep't of Agriculture, states that particularly in England and France the wheat area at present is in arrears, but it is possible in those countries to sow at times during the entire winter. Germany's area is not known but seeding operations have been carried on with activity.

Value of the Grain Sorghums.

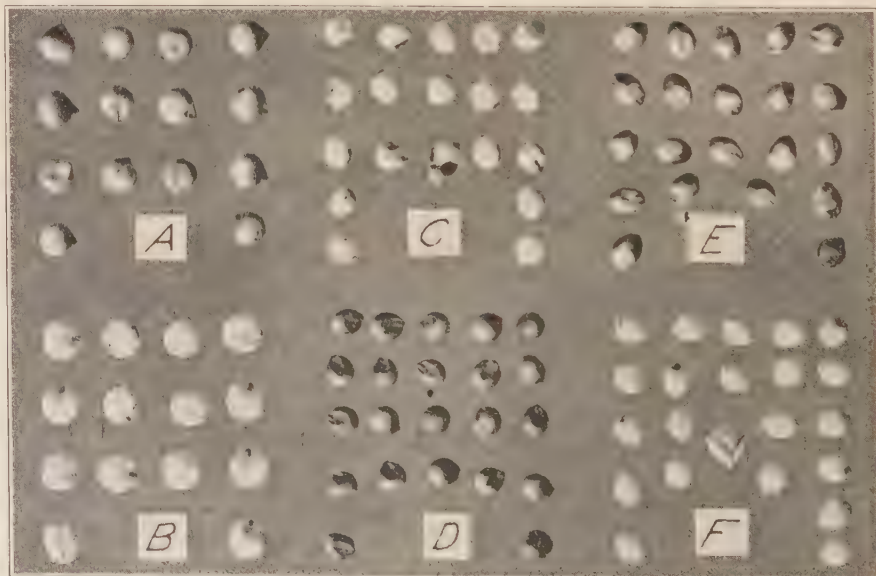
The grain sorghums, especially milo and kafir, have become a favorite crop with the people of the Great Plains area, or the dry sections in the states of Texas, Oklahoma, Nebraska, Kansas and the Dakotas. They are comparatively new compared with other grains, but in this great section, with a lower rainfall and higher evaporation of moisture, their value is being appreciated more each year. Elevators have been erected for the purpose of handling the crops and machinery is being installed thruout the area for threshing and grinding. The larger part of the crop at present is used for poultry feed, but it is freely predicted that before long it will play an important part in the human food supply of the country as flour or meal.

The introduction of sorghums to this country, on a permanent basis, occurred in 1874, when brown and white durra was brot to California under the name of Egyptian corn. The white variety immediately became popular, and is now called rice corn or Jerusalem corn. Two years after the introduction of the durra, red and white kafir made its appearance from South Africa. Unlike the durra the kafir corn continued its bid for popularity for 14 years, and not until 1890 was it recognized as a valuable addition to American crops; it is now generally cultivated and meeting with much success.

The blackhull kafir arrived soon after the other kafirs and today blackhull and red varieties are important crops. Milo first appeared in 1885, selecting for its debut the states of South Carolina and Georgia. Tho the small kernels did not take readily to conditions in those states Texas was quick to realize the importance of a drought-resisting crop and milo has since become staple in the western part of that state.

The later sorghums, the kowliangs, were introduced from China and Manchuria within the last 10 years, but as they have not been thoroly tried out none of the varieties can be considered as a valuable crop. The engraving shows seeds of the different sorghums, exact size.

In a booklet on the sorghums C. R. Ball of the Dep't of Agriculture, rec-



Seeds of Grain Sorghums: A. Milo; B. White Durra; C. Blackhull Kafir; D. Red Kafir; E. Brown Kowliang; F. Shallu. (Natural size.), after C. R. Ball, in Dep't of Agriculture, Bull. 203.

ommends that to get best results they be cracked or ground; in the form of chops, milo and kafir is most popular commercially. Head chops, however, are not so well liked because of the dirt, glumes, glume hairs and awns which would naturally be included. The machinery recently installed in the sorghum belt is doing much toward eliminating these foreign substances.

Kafir and the other sorghums form at least a fourth of the content of all American poultry foods. In 1908 inquiries established the fact that out of 30,000 tons of that feed 10,000 tons were kafir seed, the balance wheat, corn, etc. The demand is so great for sorghums that at times they must be imported from India. In many parts of the continent the grain sorghums are used for human food and in India, Asia and Africa furnish the chief article of diet. There is no reason, when properly milled, why the product could not be mixed with wheat flour in this country.

Statistics on the value of the sorghum crops to the states where grown are only available in two instances, Kansas and Oklahoma. It is shown that the yield in Kansas is over 2,000,000 tons per year, while the Oklahoma yield is close to 7,000,000 tons. The dry areas west of the 98th meridian are particularly adaptable to the growing of sorghums and in Kansas 45% of the kafir and 95% of the milo is found west of that line. In Oklahoma practically all of the milo

and kafir comes from the small part of the state which is west of the 98th meridian.

The greatest usefulness of the sorghums naturally is in regions where crop conditions are dependent upon moisture. It is impossible to state their exact drought resistance, but it is known to be greater than most other grain crops; while corn is in danger as soon as its leaves begin to curl sorghums often remain in that condition for a long time without permanent injury to either plant or seed.

Statistics have been compiled by the Dep't of Agriculture showing the percentage of seed compared to weight of total plant, yield per acre, etc. Black-hull kafir leads in the yield per acre with 44.9 bus., dwarf milo having but 40.8 bus. The dwarf milo is a smaller plant, the seed itself amounting to 38.1% of the weight of the entire plant, while the best kafir seed produced by any one plant is only 26.1% of the entire weight. Milo has been known to yield as high as 47.2% of the weight of the plant in seed. Two heads of milo, good and poor, are shown in the engraving.

Over 1,250,000 acres in Kansas and Oklahoma are given over annually to the production of sorghums and Texas also has a tremendous acreage for that purpose. In Kansas the grain sorghums will equal 10% of the corn acreage and in Oklahoma 12%. It is noted that in all of these states the acreage of grain

sorghums compared with corn is steadily increasing.

WE DO NOT want to miss a number of the Grain Dealers Journal.—Murphy Grain Co., Dallas, Tex.

A MINIMUM WEIGHT petition will be presented by the Little Rock, Ark., Board of Trade, the weights asked being as follows: flour, 30,000 lbs.; oats, 32,000 lbs.; grain products, 30,000 lbs.; corn, 40,000 lbs.

LLOYD'S REGISTER of shipping shows that 713 new vessels were built for world's transportation in the last fiscal year. This is the greatest number of vessels built in any one year, and their aggregate tonnage is 2,020,185 gross.

THE CAR SURPLUS and shortage statistics will be discontinued hereafter, together with records of car performances. This was decided at the last meeting of the American Railway Ass'n held in Chicago, and was the result of recommendations by leading railway men of the country.

FAGG & TAYLOR, Milwaukee, Wis., have brot suit against the Pere Marquette steamship line for shortages of grain during the last five years. The amount asked for is over \$2,000 and while the grain was reconsigned after unloading from the steamers the Pere Marquette is made defendant as it was the initial carrier.



Two Heads of Milo, Showing Desirable and Undesirable Types, after C. R. Ball, in Dep't of Agriculture, Bull. 203.

Seeds

THE IDAHO MILLING & SEED Co., of Pocatello, Ida., is adding a 50-bbl. mill to its plant.

KILDEER STA. (Manning p. o.), N. D., Nov. 16.—Flax averages 12 bus.—C. W. Knapp, agt. Powers Elvtr. Co.

Towner, Colo., Dec. 3.—Have a lot of kafir, feterita and cane seed; all yielded great.—R. J. McGrath, agt. K. S. Jepson.

Montreal, Que., Dec. 3.—Exports of flaxseed from this market were 181,908 bus.; compared with 7,808,342 bus. for 1913.—C. L.

MARYSVILLE, O.—The O. M. Scott & Son Co. incorporated to deal in grain and seeds; capital stock \$60,000; incorporators D. S. Scott and others.

THE ILLINOIS SEED Co., Chicago, Ill., has registered the trade mark "Purisco," printed on a pennant shaped design, as descriptive of its particular field seeds.

THE HENRY PHILLIPS Seed & Implement Co., Toledo, O., has made an assignment in favor of its creditors and M. L. Bamer has been appointed, in bonds of \$20,000, as assignee.

TYRONE, OKLA., Nov. 19.—Large crop of kafir, cane, feterita and milo maize will be marketed here this winter; threshing of same has just started.—Geo. Meader, agt. Liberal Elvtr. Co.

CLOVER SEED IMPORTS for the first week of December were 550 bags of red at New York and 440 bags of crimson at Philadelphia. Exports were 1,053 bags from the port of New York.

WICHITA, KAN., received 14,000 bus. of kafir corn during November, 1914, compared with 24,000 bus. in November, 1913; and shipped 11,600 bus. compared with 15,000 bus. for that month last year.

RECEIPTS of seeds at Peoria, Ill., for November, 1914, were 240,000 lbs.; compared with 1,020,000 lbs. in November, 1913; shipments were 30,000 lbs.; compared with 180,000 lbs. in November, 1913.

LONDON, ENGLAND, Nov. 20.—White clover seed continues scarce, winter vetches are dearer and rape seed is so scarce that we do not know where we could purchase 5 or 10 tons.—C. W. Le May & Co.

THE OTTO WEISS Alfalfa Stock Food Co., Wichita, Kan., is marketing a new pancake flour under the name "Kaferrita," made of a mixture of kafir corn and feterita. The product is said to be finding a ready market thruout the southwest.

CANADIAN GROWERS will be given grain seed next spring to the amount of \$1,000,000 in the provinces where the crop this year was a failure. The government has appropriated this amount of money to assist the farmers, and the seed will be distributed just before planting time.

TOLEDO received during the week ending Dec. 5, 2,720 bags of clover, 375 bags of alsike and 1,203 bags of timothy seed, compared with 1,370 bags of clover and 1,591 bags of timothy seed for the corresponding week of 1913. Receipts for the year were 30,589 bags of clover, 4,991 bags of alsike, and 15,227 bags of timothy seed, compared with 27,036 bags of clover, 4,229 bags of alsike and 19,334 bags of timothy seed for 1913.

RUSSIA'S EXPORTS of clover seed for the first 6 months of 1914 amounted to \$1,033,000; flaxseed, \$3,543,000; vetch, \$580,500; compared with the first six months of 1913 when clover seed exports amounted to \$929,500; flaxseed, \$1,214,000; vetch, \$483,500.—Consul Gen'l J. H. Snodgrass, Moscow.

WISCONSIN'S average yield of clover seed is 2.5 bus. to the acre and the quality of the product is 94.9%. Timothy seed yields an average of 5.3 bus. to the acre, the quality being 93.5%. The percentage of the products of the state remaining in the hands of farmers on Nov. 1 was as follows: Flax 88.2%, clover seed 85.2%, timothy seed 81.9%, buckwheat 86.9%.

NOT ENOUGH CLOVER SEED has been sown by farmers to insure a good crop on comparatively poor and worn out land, and the growers are beginning to realize this fact. It was a rule with many to sow only 2½ to 3 lbs. of clover seed along with 6 to 10 lbs. of timothy seed to the acre. The best farmers now sow 8 to 10 lbs. of red clover seed to the acre with 8 to 10 lbs. of timothy, and by so doing they find they seldom miss a good crop of hay.—Canadian Dep't of Agriculture.

IDAHO has a big crop of alfalfa, clover, pea, and timothy seed this year, 55,000 acres of alfalfa alone being threshed for seed purposes. Much of this is produced on irrigated land, but large quantities of clover are grown in the higher mountain valleys with the aid of dry farming. One buyer has purchased 60 carloads of alsike from the Twin Falls section, where he found the farmers had weeded their crop carefully consequently having clean and good quality seed. S. A. Regan, state seed com's'ner states that in many sections both the soil and climate are particularly well adapted to the production of seed.

CHICAGO received for the week ending Dec. 5, 525,000 lbs. of timothy seed, 488,000 lbs. of clover seed, 782,000 lbs. of other grass seed, and 242,000 bus. of flaxseed, compared with 452,000 lbs. of timothy seed, 233,000 lbs. of clover seed, 460,000 lbs. of other grass seeds and 49,000 bus. of flaxseed for the corresponding week last year. Shipments were 929,000 lbs. of timothy seed, 338,000 lbs. of clover seed, 613,000 lbs. of other grass seeds, and 1,000 bus. of flaxseed, compared with 570,000 lbs. of timothy seed, 1,000 lbs. of clover seed, no shipments of flaxseed and 227,000 lbs. of other grass seed for the corresponding week of 1913.

THE MINNESOTA seed law was thoroly explained at the recent Brainerd grain show by W. L. Oswald, head of the state's agricultural, botany and seed laboratory. It was not until July 1, 1913, that Minnesota found it necessary to enforce a seed law. The law does not prohibit the sale of inferior seed and any kind of seed may be planted, but the law specifies that every package of seed must be labeled so the quality may be known to the purchaser. In case the seed contains a mixture of weeds this must also be stated on the label. Minnesota evidently considers its home grown product as superior, inasmuch as it places a premium upon home grown seeds, and requests the words "Grown in Minnesota" be placed on every package of seeds originating in the state. The state law also provides the establishing of a seed laboratory in connection with its experiment station, where the value, purity and germination of various seeds may be determined.

PARIS, FRANCE, Nov. 21.—Purple clover shows a good harvest tho inferior to last year in quality. The better qualities of lucerne are rare with a small harvest. Vetch quality good with medium harvest; demand for red clover is good; yellow clover shows a small harvest.—Vindrier & Richard.

THE BURO of plant industry, Dep't of Agriculture has been investigating a number of wild sorghums scattered over Africa, several varieties of which it seems, will be well adapted to humid conditions of the southern states. Seeds have been obtained and inspected, and from preliminary tests it is believed that the wild sorghums of Africa, the best of which is feterita, would become an important crop in the semiarid regions of this country.

From the Seed Trade.

LANGPORT, ENG.—FARMERS begin to thresh about Christmas. We have had a fine autumn, and such seed as we have seen appears to be good, and of good color. White clover is also good, but the acreage small. Under present circumstances, we look forward to these seeds advancing in value.—Kelway & Son.

TOLEDO, O.—If the German navy stays bottled up in the Baltic until February we may get fair imports of clover seed. The foreigner has the seed but lacks the ability right now to get it here in large quantities. He may do better later. We hear of fairly liberal purchases having been made but it is hard to get confirmation.—J. F. Zahm & Co.

EDINBURGH, SCOTLAND.—PERENNIAL and Italian ryegrass have advanced 50% owing to short crops and demand from Colonies and elsewhere. A good business has been done in red clover. The English crop was harvested in fine weather, is of good quality, and offered at a moderate price is meeting with a ready sale. English grown alsike and white clover continue very dear and scarce, and will likely all be consumed at home. Only ryegrasses and red clover will be available for export this season.—Peter Lawson & Son, Ltd.

LOUISVILLE, KY., Dec. 2.—No timothy seed here this season. Red clover is almost a total failure this year, and the same is true of southern Indiana, Ohio, and Illinois. We have a fine crop of bluegrass, one of the finest ever raised; much of this will be carried over for the next crop. We had a fair crop of orchard grass seed of only medium quality. Both bluegrass and orchard have ruled low in price principally on account of the inability to get foreign business.—Lewis & Chambers.

ARNHEM, HOLLAND, Nov. 19.—With a short crop of orchard grass in New Zealand and scarcely any export we reckon only with American and European crops. In Europe there will be less seed available than last year, while the United States reports a good crop. The tall fescue acreage has been reduced somewhat and tho the crop is a little short of last year the quality is better. The fine leaved sheep's fescue is yielding a splendid seed with a shorter crop and prices would have been high were it not that a fair quantity of this seed was carried over from 1913. The meadow fescue acreage is also reduced. The price has been advanced nearly 50% owing to the shortage. Timothy is fairly well established but the season's yield is only about ¼ of a crop. The smooth stalked meadowgrass is showing a crop a little above the average.—Barenbrug, Burgers & Co.

KING CITY, Mo., Dec. 7.—Timothy, clover and alfalfa seed crop very short in this territory, in fact several carloads of timothy were shipped from other points to adjoining territory. Kentucky bluegrass seed crop less than 50%, but owing to the heavy crop in Kentucky prices are low.

We look for very little seed carried over. The farmers are still carrying half of the last crop and unless the market advances they will carry over considerable.—Berryman & Maupin Seed Co.

MARYSVILLE, O., Dec. 3.—Last season's yield of clover and timothy was very light in this section. We hardly think we will have enough clover seed for our own use. Practically no timothy seed was saved owing to the low price. A large amount of alfalfa was sown and we expect just as much interest manifested in this crop during the present season. There should be a big demand for timothy and clover seed, as the sowings of many farmers have been failures. Only a small amount of clover seed was carried over from the last crop.—O. M. Scott & Son.

TOLEDO, O.—OCTOBER clover seed means new crop. Trade very seldom starts before January and usually not till February or March. Crop reports mostly favorable but next seed crop will not be harvested for nine months. October seed usually starts low. It has always started at a good discount under March except 1909, when March seed was very low and October started at a premium. Trade in October is usually not active till Spring. It has sold below eight dollars nine times past ten years. Two years ago was an exception, \$8.95 being the season's low. It has sold above nine dollars seven times past ten years.—C. A. King & Co.

TOLEDO, O., Dec. 7.—Clover seed has usually presented a Christmas gift to the Bulls during years past in the form of an advance in prices during December. Nothing big, but a very fair gain—52 cents last year, 57 cents two years ago, and in fact a gain of some sort in four of the last five years. Thus far, the market hasn't done much to live up to its December reputation. The amount of seed coming in has been against advances. The first week having showed arrivals twice as heavy as a year ago. Shipments have been light, though they have picked up since the first of the month, and stocks of considerable size have been accumulated. Some are trying to trade in October, 1915, but without making any trades. Bids which started at \$8.25 have worked up to \$8.50. Offers began at \$8.75 and are now \$8.60. Trading in October sometimes starts before this time, and sometimes not until after the New Year. First trade last year was made at \$8.00 in February.—Southworth & Co.

Seed Movement at Chicago.

Receipts and shipments of seeds for November, 1914, compared with November, 1913, were in pounds, as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Clover	1,136,000	939,000	484,000	264,000
Timothy	2,650,000	3,421,000	2,124,000	1,896,000
Other grasses				
	1,910,000	1,714,000	1,477,000	1,072,000

Seed Movement at Cincinnati.

Receipts and shipments of seeds for November, 1914, compared with November, 1913, were in bags as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Clover seed	3,576	4,710	1,070	1,663
Timothy seed	1,658	9,901	839	1,808
Other seeds	24,739	13,850	12,185	12,790

Seed Movement at Milwaukee.

Receipts and shipments of seeds for November, 1914, compared with November, 1913, were in pounds as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Timothy	473,750	385,775	233,980	90,009
Clover	1,714,012	742,942	1,488,045	348,415

Seed Movement at Toledo.

Receipts and shipments of seeds for November, 1914, compared with November, 1913, were in bags as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Timothy seed	2,784	4,993	1,214	68
Clover	7,650	6,920	2,320	1,534
Alsike	513	1,763	556	209

THE COTTONWOOD FLOUR MILL Co., Cottonwood, Wash., will ship 400 bbls. of flour by parcel post to Riggins, on the Upper Salmon river. The saving made by this method of shipment will be about \$672. The shipment will be in 40-bbl. lots, from Cottonwood to Grangeville by train and then to Riggins by stage over rough roads.

ARGENTINE LAND, now under wheat, is less than last year by 761,000 acres and the Australian crop will also be reduced to such an extent that there will be little, if any of the crop available for export. The decrease in both of these countries has been caused by the drought of the last eight weeks, and also by the wet seed time.

THE AMERICAN people will invest very large amounts of capital in the securities of other nations during the present war and in consequence of these investments the demand for American goods will show great expansion. Already the French government has placed with the National City Bank of New York \$10,000,000 of treasury bills, and this money has been used to pay for large quantities of American products exported to France.—Sir George Paish, in *System*.

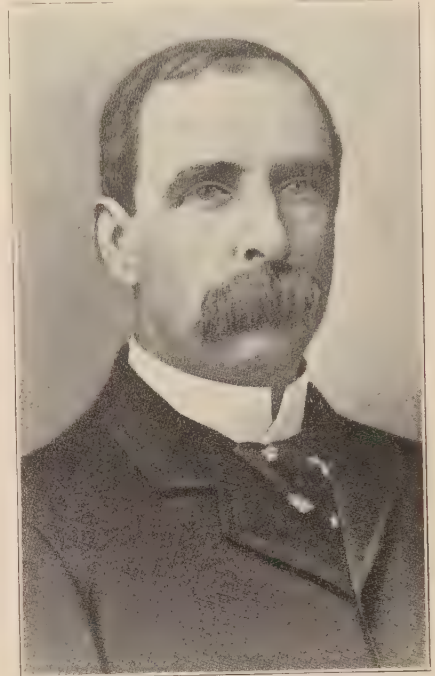
MICHIGAN grows 6,000,000 bus. of beans in a normal year but this year's yield will be 1,125,000 bus. less. The quality is such that much waste will be necessary to make the finer grades. The amount devoted to seeding purposes in Michigan each year is 400,000 bus. Of the 1914 crop 3,770,000 bus. are available for food, or about 75% of a normal supply. The price will be about \$2.50 per bu. The foreign demand is now exceeding all records and higher prices are looked for.—H. C. Carson & Co.

SALES OF OATS for export will be infrequent until a larger amount of ocean freight room is available. The domestic situation has not improved to any great extent altho there has been a better inquiry for shipment to nearby territory. Local dealers still buying to supply only immediate necessities, and hold fairly liberal stocks. We anticipate, however, that it will not be long before their purchases will be materially increased. The export demand will continue the ruling factor, as without it domestic requirements are unable to absorb even the moderate movement from first hands that at present prevails.—L. W. Forbell & Co.

D. G. Stewart.

D. G. Stewart, who has been in the grain business at Pittsburgh, Pa., since 1872, has purchased the interests of his partner in the firm of D. G. Stewart & Geidel and in the future will conduct the business in his own name.

Many interests in the "Iron City" besides grain are claiming Mr. Stewart's time but his long connection with the grain trade, his host of friends in the trade and the capital which he has in-



D. G. Stewart, Pittsburgh, Pa.

vested in grain handling facilities, make the grain business his natural calling. Mr. Stewart is proud of his reinforced concrete elevator, and its modern equipment. The elevator is operated thruout by electricity, has twin hopper scales of 90,000 lbs. capacity each, and has every improvement which would make for efficient handling of grain at the lowest possible cost. Being vice-pres. of the Western Nat'l Bank of that city Mr. Stewart's keen business sense is reflected in the grain plant—he prefers to handle what grain is put thru his plant in such a way that there will be a margin of profit after paying the handling charge rather than to handle big volumes thru a plant where the elevating cost absorbs all profits. Mr. Stewart's new plant was erected in 1912 to replace the wooden house which was destroyed by fire.

A FARMER near London, O., drove to that market recently with a load of new corn and was offered 55c per bu. by the shipper who buys most of his grain. He figured he could do better and tried another dealer, who offered him only 54c. He felt too "cheap" to return to the first man, so spent half a day driving to another market, where he found the price was 53c. He continued to drive to different towns for four days and finally sold it for 40c, as it was found the corn had commenced to heat in the wagon box. His hotel bills in the meantime, and the cost of stabling his horses, had amounted to over \$10. When he was handed \$12 for his load of corn he actually stated, "Well, I'm nothing out, anyway."

Grain Trade News

ARKANSAS

Helena, Ark.—No grain elevators or flouring mills here at present. Some talk of establishing a plant.—Leon Berton, mgr. Helena Ice Co.

CALIFORNIA

San Francisco, Cal.—The California Rice Growers Ass'n has been dissolved.

Oakland, Cal.—The Shredded Wheat Biscuit Co. will build a \$400,000 plant at this point. It will include a large elevator, power house, shipping and receiving sheds, mill, etc.

San Francisco, Cal.—The new plant of the Pacific Coast Rice Milling Co. has been completed. The equipment includes the latest style of shellers, cleaners and polishing machinery.

Biggs, Cal.—The California Rice Mills Co., Inc., has succeeded the California Rice Milling Co., and has taken over the plant of the company. Many improvements have recently been made in it.

San Francisco, Cal.—Adam M. Rumsey, for 30 years cashier of the Sperry Flour Co., was instantly killed in an elevator in the office of the company Nov. 12. The elevator stopped some distance above the floor and as Mr. Rumsey stepped into it, it suddenly shot upward, throwing him to the floor of the car and pinning him between the floor of the car and the top of the entrance door. He was 55 years old and was well known to the milling and grain trade of the coast.

Salida, Cal.—There were about 17,000 sacks of grain in our warehouse burned, Nov. 7. The grain was valued at \$20,000, the salvage amounting to \$9,660. It was insured for about 2/3 of its value, some lots not being insured at all. The loss on the warehouse amounted to \$3,000, with \$2,000 insurance. We will build a 70x180 ft. warehouse with 16 ft. posts and will cover it with galvanized corrugated iron. It will cost us about \$3,500.—Henry G. Turner, The Grange Co., Modesto.

CANADA

Nokomis, Sask.—The Dominion Milling & Elevator Co. has engaged in the grain business at this point.

Bruderheim, Alta.—J. & G. Krause have built an elevator and storage warehouse in connection with their mill.

Vancouver, B. C.—The equipment of the new government elevator will include 3 Richardson Automatic Terminal Elevator Scales.

Daysland, Alta.—The elevator of the Burrard Grain Co. containing 40,000 bus. of grain, burned recently; loss on building, \$7,000.

Calgary, Alta.—Work on the government elevator is progressing rapidly. The Janse Bros., Boomer & Haynes Co. has the contract.

Brampton, Ont.—The Canada Grain Co., of Toronto, operating a grain and feed business here, will probably build a milling plant here also.

Pilot Mound, Man.—An effort is being made to induce the Dow Cereal Milling Co. to rebuild its plant at this station. The old plant burned 3 years ago.

Winnipeg, Man.—Alex Reid, of the Western Elevator Co., has received confirmation of the report that his nephew, Lieut. Cyril Pope, was killed in action in France.

Harris, Sask.—The elevator of the Goose Lake Roller Mills, burned Nov. 17; loss, \$30,000; no insurance. The fire is believed to have been caused by an overheated bearing in the cupola.

Wawanesa, Man.—The elevator of the Dominion Elevator Co., burned Nov. 30.

Port Arthur, Ont.—The R. J. Henderson Co. is equipping the steamship Robt. L. Frye with bins, screens, conveyor and 3 legs to transfer grain from elevators to boats. C. E. Bird is doing the work.

St. John, N. B.—Construction work on the new terminals of the Inter-Colonial Ry. Co. is to be resumed at once and work on the new 500,000-bu. elevator and two 1,000 ft. piers will be rushed.

Ft. William, Ont.—John A. Sibald, formerly chief weighmaster, died suddenly while at work in the elevator of the Grain Growers Grain Co. He had been engaged in the grain business here for many years.

Goderich, Ont.—Efforts are being made to establish a 2,500,000-bu. elevator at this port. The city is located on the eastern shore of Lake Huron and is connected with Buffalo, N. Y., by a short line of the G. T. R. R.

Transcona, Man.—The elevator of the Can. Pac. Ry. Co. has been placed back in position, and I believe that it is now in perfect running order. It shows what it is now possible to do with modern appliances when they can handle such an immense structure as that was.—W. L. Parrish, Parrish & Heimbecker, Winnipeg.

Vancouver, B. C.—The government has let contract for the 1,500,000-bu. government elevator at this point, to the Barnett-McQueen Co. for \$690,000. This covers the cost of the re-inforced concrete elevator and other buildings, elevating, handling and cleaning machinery, structural steel dock galleries and all work incidental to the elevator.—F. C. F. O'Hara, deputy minister, dept. of Trade & Commerce, Ottawa, Can.

Winnipeg, Man.—The privy council, Nov. 25, refused the application of the Grain Exchange for leave to appeal from a judgment of the supreme court of Canada concerning whether or not the ordinary custom of dealing from the clearing house was lawful, holding that the questions were of fact not of law. Ex Pres. A. K. Godfrey says that the ruling of the council will not effect trading in any way, as the matter was purely a technical one and the by-laws of the exchange can be amended if any detrimental causes arise.

Medicine Hat, Alta.—The new plant of the Hedley Shaw Milling Co., Ltd., has been completed and is in operation. John I. A. Hunt, who has been a director of the Maple Leaf Milling Co., Ltd., from its inception, will be mgr. The Hedley company is affiliated with the Maple Leaf Co. and directors of both companies are practically the same. The mill is of heavy brick and mill construction, 130x42 ft. on the ground and 6 stories high. The engine room is 42x80 ft. and the entire machinery equipment is of the latest pattern. The elevator consists of 10 monolithic concrete tanks with a capacity of 250,000 bus. They are 20 ft. in diameter and 90 ft. high and are so built that 10 more tanks can be added at any time. A 400-h.p. gas engine has been installed on a concrete foundation and a 35-h.p. gas engine and electric generator have also been put in to be used for lighting facilities. Hedley Shaw is pres. of the company, Cawthra Mulock, vice-pres., and John Carrick, sec'y.

FORT WILLIAM LETTER.

The charge for handling grain by members of the Grain Exchange has been fixed at 1c per bu.

The Manitoba Grain Growers Ass'n has requested the board of grain commissioners to order a reduction on commissions charged for selling grain. The following resolution

was recently adopted by the ass'n: Resolved, That the secretary be, and is hereby instructed, to make application to the board of grain commissioners for Canada, to have a clause inserted in the Canada Grain act providing that the maximum charge for selling grain on commission in any grain exchange west of Port Arthur should be 1c per bu. for wheat and flax, ½c per bu. for oats and ¾c per bu. for barley. The board will consider the resolution at its next meeting, which will be held Dec. 14.

After listening to the evidence of practically all of the large elevator interests, the board of grain commissioners at the recent hearing of alleged overages and shortages in grain cargoes from the terminal elevators at this port to lower lake points, decided to postpone further hearing until Dec. 15, in order to allow the steamship lines to study the figures, statistics, etc., presented to the board. There were 117 complaints filed with the commissioners for investigation, the discrepancies alleged by shippers relating almost exclusively to the elevators at Goderich and Port Colborne. Altho it is understood that the balance between shortages and overages during a season is only about 12 lbs. in 1,000 bus. the difference to individual shippers totals a large amount at the end of the season. It was shown in cross-examination of the Port Colborne weighmaster in the particular case of a cargo of the steamer Emperor, that the elevator used no system of checking figures in such a manner that the checking could be identified. It was also brought out that the quantity of grain said to be damaged was estimated by eye from the deck of the boat, and it was impossible by that method to say that a quantity estimated at 600 bus. might not be 100 bus. over or under that amount. As the grain was then dumped overboard this could later not be verified.

MONTREAL LETTER.

Geo. M. Heath has resigned as gen. supt. for the Ogilvie Flour Mills Co., Ltd.

The Royal Mill of the Ogilvie Flour Mills Co., burned Oct. 21, contained 8,000 bus. of wheat at the time of the fire.

The two grain dealers who recently pleaded guilty of receiving oats stolen from the Harbour Elevators, were fined \$50 each.

Frank Gordon, formerly supt. for the Western Canada Flour Mills Co. at Toronto, has been made provincial mgr. for Quebec and will make this city his headquarters.

The government has set aside \$1,000,000 for the purchase of seed grain for distribution in Western Canada, where crops have been a failure this year. An additional \$150,000 has been voted for the immediate relief of the farmers who suffered by the short crops.

TORONTO LETTER.

Geo. A. Galloway, who embezzled \$20,000 from the Western Canada Flour Mills Co., Ltd., for whom he was an accountant, has been sentenced to 2½ years in the penitentiary.

Only changes of little importance were made in the by-laws of the Board of Trade at the recent meeting of the directors. The amendments simply provide for greater clearness in descriptive terms.

The executive branch of the main office of the Canadian Cereal & Flour Mills, Ltd., has been moved to this city, but the accounting dept. remains at the old headquarters in Galt. The new offices here are in the Royal Bank Bldg.

COLORADO

La Fayette (Tabor p. o.), Colo.—Our elevator burned recently and was a total loss. We do not know when we will rebuild.—J. O. V. Wise, Wise Elevator Co.

Stratton, Colo.—The Farmers Equity Union has succeeded the Stratton Grain Co. and will build an elevator in the spring. The company will be incorporated at once.

IDAHO

Juliaetta, Ida.—We are operating 3 warehouses at this station and have a capacity for 60,000 sacks.—J. H. Millard, mgr. Farmers Union Warehouse Co.

ILLINOIS

Niantic, Ill.—We have installed 2 new elvtr. belts.—Delaney Bros.

Martinton, Ill.—Harry Heiser is now mgr. of Farmers Martinton Elvtr. Co.

Bruce, Ill.—R. C. Parks has completed the plans for his new elvtr.—T.

Piper City, Ill.—The Montelius Grain Co. has bot a 3,000-bu. Beall Cleaner.

Fithian, Ill.—C. B. De Long has installed a No. 5 side hopper Boss Car Loader.

Peoria, Ill.—W. H. Dewey has applied for membership in the Board of Trade.

Ancona, Ill.—The Ancona Grain & Supply Co. has bot a No. 5 Beall Cleaner.

Oneida, Ill.—W. B. Tiffany will resign as mgr. for the Oneida Grain Co. Jan. 1.

Byron, Ill.—The Farmers Grain Co. has been organized with a capital stock of \$7,500.

Hildreth (Sidell p. o.), Ill.—The National Elvtr. Co. is building a 60,000-bu. steel corn crib.

Blacks (Clayton p. o.), Ill.—The elvtr. of the Selby Grain Co., at this station, is closed.

Springfield, Ill.—E. R. Ulrich has moved to Montana, where he will operate a stock ranch.

Jenkins Switch (Clinton p. o.), Ill.—Robert Jenkins has put his new elvtr. into operation.—T.

Granite City, Ill.—The Ill. Traction Co. has put its elvtr. and freight yards in this city into operation.

Franklin Grove, Ill.—The Franklin Grove Elvtr. Co. has built a new feed house addition to its elvtr.—T.

Gifford, Ill.—Farmers are interested in the organization of an elvtr. company and may buy a local house.

Flanagan, Ill.—Emil Monk is now pres. and treas. of the Farmers Grain & Coal Co. and C. J. Collins is mgr.

Millstadt, Ill.—Fred L. Baltz, sec'y and treas. of the Millstadt Mlg. Co. since 1895, died Nov. 25 at the age of 57.

Fisher, Ill.—The movement to organize a farmers elvtr. company at this station has been abandoned for the present.

New Berlin, Ill.—I have resigned as mgr. for the Farmers Elvtr. Co., the resignation to take effect Jan. 1.—C. R. Taylor.

Henry, Ill.—A cement floor has been put in the elvtr. of the Turner-Hudnut Co. and the building is now considered rat-proof.

Ottawa, Ill.—The new elvtr. of the Wallace Grain & Supply Co. has been completed and is in operation. H. A. Bonges is mgr.

Peoria, Ill.—We have decided to devote our entire time in future to the handling of grain and will not deal in hay.—Mueller Grain Co.

Forsythe, Ill.—The Shellabarger Elvtr. Co. has built a concrete driveway to its elvtr. here. D. S. Williams succeeded L. P. Bowden as agt.

Oneida, Ill.—I have just overhauled my elvtr. and the Farmers Elvtr. Co. is repairing its house.—L. B. De Forest, L. B. De Forest & Co.

Niantic, Ill.—The Farmers Elvtr. Co. has installed 2 sets of No. 1 Challenge Dumps, a No. 5 Side Hopper Boss Car Loader and a U. S. Corn Cleaner.

Bryce (Milford p. o.), Ill.—Herron Bros., of Milford, who have been operating the elvtr. at this station under lease, have bot the property for \$10,000.

Wing, Ill.—E. T. Hollway & Son are building 4 concrete storage tanks, 8 ft. in diameter and 35 ft. high. Each tank has a capacity of 7,000 bus.

Preemption, Ill.—B. L. Christie, of Viola, has bot an elvtr. here.

Springfield, Ill.—C. O. Matheny, of C. O. Matheny & Co., is still very low from the effects of a recent paralytic stroke and his recovery is very doubtful.

Flanagan, Ill.—We have installed a Richardson Automatic Scale and have put a new roof on our elvtr.—C. J. Collins, mgr. Farmers Grain & Coal Co.

Harmon, Ill.—E. J. Mannion is pres. of the Farmers Elvtr. Co., C. W. Merchant who was elected pres. having resigned because he lives at Walnut.

Dailey (Penfield p. o.), Ill.—The new elvtr. of the Farmers Elvtr. Co. has been completed and is in operation. E. Cunningham, of Walnut, is mgr.

Junction, Ill.—Junction Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Andrew Turner, C. C. Moore, John T. Hewitt and Guy Smith.

Henry, Ill.—Chas. Greenlee has succeeded A. G. Humphrey as mgr. for the Turner-Hudnut Co. Mr. Humphrey was killed in an automobile accident, June 17.

Ransom, Ill.—The Farmers Elvtr. Co. will wreck one wing of the old elvtr. of W. H. Perrine & Co. and will use the lumber in the construction of a lumber shed.

Rio, Ill.—The Rio Illinois Grain Co. has been compelled to discontinue business as the elvtr. of the W. A. Fraser Co. which it operated under lease has been sold.

Coleta, Ill.—Work has been started on the new elvtr. of the Coleta Grain & Lbr. Co. When it is completed the company will build another house at Milledgeville.

Maroa, Ill.—L. J. Kaiser, who was recently injured when the manlift in the elvtr. broke, allowing the weights to fall, is improving and expects to get back to work in a week or two.—T.

Chenoa, Ill.—The T. P. & W. Elvtr. has been rebuilt and the C. & A. Elvtr. will be erected in the spring. Clarence Elson owns both houses. Graham & Bennion own the other elvtr. here.—T.

Philadelphia, Ill.—Work has been started on the new elvtr. of the Farmers Elvtr. Co. The house will be iron clad, on a concrete foundation and will be equipped with the latest machinery.

Alert (Oneida p. o.), Ill.—Fred Nelson has let contract to the Burrell Engineering & Constr. Co. for a 5,000-bu. cribbed elvtr. on the Galesburg & Gt. Eastern Electric line. The elvtr. will have a composition roof.

Green Valley, Ill.—While working on the new elvtr. of the Farmers Elvtr. Co., John Jibben, Sr., was instantly killed when a scaffold upon which he was working collapsed and he fell a distance of 45 ft.

Litchfield, Ill.—C. B. Munday, pres. of the Litchfield Mlg. & Elvtr. Co., has been made defendant in a suit for foreclosure on two notes totaling \$55,000, brot by Conrad H. Matthiesseu of White Plains, N. Y.

Alton, Ill.—The report that the Schweppe Elvtr. is nearly completed here is incorrect. No firm is building an elvtr. here at present. The Stanard-Tilton Mlg. Co. completed its house some time ago.—Sparks Mlg. Co.

Olney, Ill.—We are installing a feed mill for grinding and mixing all kinds of horse, dairy and poultry feeds, including alfalfa feeds, and hope to be in operation in the next 40 to 60 days. It will be operated in connection with our seed elvtr.—Shultz Seed Co.

McDowell, Ill.—I am back from my trip to Missouri and ready for business. In the hearing at Kansas City before the examiner I told them I had worked for the company here for 12 years. One of the lawyers thot I ought to have a pension.—Chas. Cotrell, mgr. Farmers Elvtr. Co.

Fairbury, Ill.—G. R. McCabe has bot the interest of H. C. Parker in Dusenbery & Co. and the company will operate the elvtr. formerly owned by N. J. Claudon, but now the property of H. V. Crossland, under the name of Dusenbery & McCabe. Dusenbery & Co. formerly leased the elvtr.

Wenona, Ill.—The elvtr. of Wm. Tallyn on the C. & A. was set on fire by sparks falling on the shingle roof. The blaze was extinguished with buckets of brine before the fire dept. arrived. The damage was slight.—T.

Cherry, Ill.—Our new elvtr. has a capacity of 15,000 bus. Our officers are Michael H. Flaherty, pres.; John Cahill, sec'y-treas., and H. O. Cutler, mgr.—Farmers Elvtr. Co.—The elvtr. is being erected on the site of the elvtr. of the Neola Elvtr. Co. which burned Aug. 7, the farmers company having purchased it.

Camp Grove, Ill.—After one of its freight trains had demolished the engine room of the elvtr. of W. W. Dewey & Co. and had torn a great hole in the side of the house, the C. & N. W. Ry. Co. decided to widen its right of way. The elvtr. has been moved 18 ft. by the railroad company and a new foundation put under it.

Riola, Ill.—The elvtr. of Paul Kuhn & Co., which burned Nov. 13, contained 7,000 bus. of grain at the time of the fire. Two carloads of corn on a side track were also destroyed. The company will continue to receive corn at its local office, loading it direct into the cars and shipping it to its plant at Terre Haute, Ind., where it will be shelled.

Springfield, Ill.—H. R. Balch and C. B. Feeley, traveling representatives for the Washburn-Crosby Co., were the victims of an automobile accident, Nov. 20, near this city. Mr. Balch was driving the car when a rear tire exploded and the car was overturned. He was pinned under the car and instantly killed. Mr. Feeley was thrown clear of the wreck and was only slightly injured.

Cook County's members of the Illinois State Board of Agriculture and most of the Cook County directors of the Illinois Farmers Institute, it is said, are not residents of their districts as provided by law. Only two are in fact farmers. The explanation is that the duties of the offices are light and the perquisites liberal, the political grafters flocking around the state agricultural appropriation as do flies about a molasses barrel.

Tuscola, Ill.—A. F. Davis has bot the elvtr. of C. L. McMasters and has transferred it to his brother, J. A. Davis, formerly operating an elvtr. at Williamsburg. Both of the men are brothers of C. E. Davis, of Arthur, who is a well known grain man. There are 6 Davis brothers and all of them are in the grain business. The price paid was \$10,000. Mr. Davis states that it is the intention to do some important improving and it is possible that a new concrete elvtr. will take the place of the present building next spring.

Springfield, Ill. — The efficiency and economy com'te of the state legislature has issued a report which indicates that a goodly portion of the \$638,000 state appropriation for the promotion of its agricultural interests granted for 1913-15, is wantonly wasted in inefficiency, lack of centralized control of the agricultural agencies and political graft. Some time ago the com's'n urged that the 139 executive offices, boards and com's'ns of the state be merged into 11 new executive depts., but as this would do away with many of the fat and easy jobs with good pay and nothing to do, held by politicians there has been no move in the matter of reduction. There are 9 state agencies devoted to agricultural and related interests receiving state aid amounting to \$446,540 for the 2 years ending 1915, and 6 societies devoted to the same interest get \$192,000 for the same length of time. The com'te says: "The system lacks unity; it is complex and topheavy with cumbersome and unwieldy boards, which are ill fitted for the exercise of administrative functions, and it is wasteful in its results. The state board of agriculture is so large that it has more of the character of an assembly than a board—27 members, divided into 17 com'tes." Grain dealers should aid their farming communities by using their influence to have the large sums appropriated for agricultural improvement expended wisely and not squandered.

Bloomington, Ill.—The tentative program for the annual convention of the Illinois Farmers Grain Dealers Ass'n, to be held in this city, Feb. 16 to 18, is one of interest. Among the addresses are the following: "In and Out Weight," John Goemmel, Strawn; "Side Lines," A. H. Dysart, Standard; "The National Council," Homer Price, Delavan; "Why We Should Have Federal Inspection," F. S. Betts, Cerro Gordo; "New Corn Grades," Jesse Simpson, Danvers, and "Storage," Geo. Brunskill, Pontiac. Other speakers will be Clifford Thorne, chairman Iowa railroad com's'n; Chas. Brand, Washington, D. C., and Dean Davenport of the state university, Champaign. Ass't Sec'y of Agriculture Carl Vrooman and Gifford Pinchot have also been asked to address the delegates. An excellent entertainment program is also being prepared.

Peoria, Ill.—Frank N. Rood, who was recently arrested in Chicago by federal authorities for alleged use of the mails to defraud, was indicted by the federal grand jury, Nov. 19. Rood, it is alleged by the government, sent false warehouse receipts to Chas. W. Buckley, operating as Buckley & Co., stating that he had something like 13,000 bus. of grain in an elvtr. at La Rose, which was subject to the demand of the Buckley concern. He gave this grain as security to have certain drafts amounting to some \$16,000 honored by Buckley. The Chicago man honored the drafts and the money was paid to Rood. Investigations showed that instead of 13,000 bus. of grain in the La Rose Elvtr., Rood had only 3,000 bus. there. The specific warehouse receipt upon which Rood was indicted was mailed out on Oct. 15, 1913. Rood was formerly mgr. for the La Rose Grain Co. and is a son-in-law of J. A. Simpson, of Minonk.

CHICAGO NOTES.

CHICAGO CALLER: Lee G. Metcalf, pres. Grain Dealers Natl. Ass'n, Illiopolis, Ill.

The directors of the Board of Trade have fixed the rate on advances for December at 7%.

John S. Ely, father of Frank G. Ely, died at his home in Ashburne, Va., Nov. 30, at the age of 84.

J. E. Carney, who is well known as a grain statistician, is now with Keusch & Schwartz as statistician.

E. H. Thompson, formerly mgr. for the Farmers Elvtr. Co. at Badger, Ia., is now on the road for E. Lowitz & Co.

We have not leased a grain elvtr. at New Orleans, La., as stated in various press reports from that city.—Paul Uhlmann, Rosenbaum Grain Co.

The new rule providing for an increase in commission rates on corn will again be posted for ballot by the directors of the Board of Trade, in a few days.

Finley Barrell, who has been ill at St. Luke's Hospital, has so far recovered as to be taken home and he expects to be at his desk again in a week or two.

Mike Mallory, well known to the older members of the Board of Trade and for years a speculator in grain, died Nov. 28, after two weeks' illness. He was 67 years old.

Renskorff, Lyon & Co., of New York City, will open an office at this market early in January, with H. D. Sturtevant, who was formerly with Shearson, Hammill & Co., in charge.

The Weighing Dept. of the Board of Trade will hold its 14th annual dinner at the Congress Hotel, Dec. 18. Chief Weighmaster Foss is host and a good time is assured to all attending.

Members of the Grain Receivers Ass'n held a meeting at the La Salle Hotel, Nov. 30, and voted in favor of a commission rate of $\frac{3}{4}$ c per bu. for selling corn in carlots. An amendment to the rules of the Board of Trade to that effect has been recommended. The present rate is $\frac{1}{2}$ c.

The Calumet Elvtr. "C" was put out of commission by a broken shaft, Dec. 7, and was closed 4 days for repairs. C. B. Pierce, pres. of the Central Elvtr. Co., notified the trade of the temporary embargo.

Members of the Board of Trade have contributed \$5,500 in cash and \$1,000 worth of flour to the Belgian Relief Fund. The Quaker Oats Co. contributed 650 cases, or a carload, of its products, valued at \$1,100.

Receipts of corn at this market, Dec. 8, reached 1,417 cars, which sets the record for a single day's receipts at this or any other market. Total receipts of grain reported by the state inspection dept. were 2,492 cars.

Lester Perrin, of the Nye & Jenks Grain Co., was seriously burned Nov. 24 in the wreck of a C. B. & Q. suburban train, caused by an explosion of moving picture films in the end of the smoker in which Mr. Perrin was riding.

Chas. Armstrong, a member of the Board of Trade, was recently awarded \$2,500 damages against the Penna. Ry. Co. for personal injuries received in a wreck on the road near Harrisburg, Pa., three years ago. Mr. Armstrong brot suit for \$50,000.

C. B. Pierce, 1st vice-pres. of the Bartlett-Frazier Co., has been elected pres. to succeed H. E. Rycroft, who died Nov. 21. Geo. Fuller was elected 1st vice-pres. and W. E. Hudson 2d vice-pres. E. D. W. Pogue remains as sec'y and H. J. Patten as treas.

We will erect a 3,000,000-bu. elvtr. on the river at South Chicago to have direct connection with the Indiana Harbor Belt Line and the Chicago & Western Indiana Railroads. The house will be fireproof, probably of re-inforced concrete, and will take the place of our Minnesota Annex Elvtr., which was burned. As soon as plans can be completed construction will be pushed.—Geo. E. Marcy, pres. Armour Grain Co.

During the noon hour, Dec. 3, Albert Brand, employed at the Rock Island Elvtr., made a wager with W. J. Campbell, also employed at the elvtr., to the effect that Campbell, who was considered an expert marksman, could not shoot Brand's pipe out of his mouth from the other side of the room. The wager amounted to 10c. Campbell borrowed a rifle and fired and Brand fell with a bullet in his head. He was struck just below the right eye and died 3 hours later. Campbell was not held.

Applications for membership in the Board of Trade have been made by James F. Hammers, Jed. W. Pearson, Timothy J. Kiley, J. E. Cairns, A. Goldstein and J. P. Kerbs. The following were admitted to membership: Norman W. Peters, Hal Tyler, John J. Crandall, Chas. O. Larson, John K. Scattergood, Van. P. Wittenmeyer, Fred A. Wood, Jno. D. Lewis, Albert B. Kinsler, Chas. A. Robinson, Wyatt C. Estes, Nelson De Golyer, James F. Sranek, Benj. E. Sincere, K. G. Keen, Ed. H. Hough, N. H. Perrin and Jacob Freeman. The memberships of Stephen H. P. Pell, Ed. P. Brassford, Jr., Forrest S. Miller, Robt. H. White, John A. Ross, John C. Black, And. F. Brenner, Evans R. Dick, Allen R. Nickell and the estates of S. W. Allerton, W. S. Jackson and G. A. Erhart are posted for transfer. Memberships are quoted from \$2,200 to \$2,250 net to buyer in the last 2 weeks.

INDIANA

Rockfield, Ind.—The Co-operative Elvtr. Co. has installed a feed mill in its elvtr.

Sheldon, Ind.—Work on the elvtr. of the Farmers Elvtr. Co. was rushed and the house was completed Dec. 1.

Rob Roy (Attica p. o.), Ind.—Bert Ford, of Auburn, has bot the Rob Roy Elvtr. which has been operated by H. L. Harrington.

Charlottsville, Ind.—Allen Hill, who has been associated with us in the grain business for more than 20 years, will remain as mgr. of the elvtr. for the Reeves Grain & Fuel Co., which recently bot our elvtr. here.—T. B. Wilkinson & Co., Knightstown.

Peru, Ind.—We have just completed our "overhauling," and have installed new machinery. Our plant is in up-to-date shape.—Peru Mlg. Co.

St. Louis Crossing, Ind.—We are the only grain dealers at this station. Our firm is composed of C. E. Nading and Chas. Myers.—Myers & Nading.

Poneto, Ind.—The Farmers Elvtr. Co. incorporated; capital stock, \$20,000; Wm. A. Popejoy, W. A. Huffman, J. W. Cook and others, incorporators.

Logansport, Ind.—The elvtr. of the Logansport Land & Improvement Co. is rapidly nearing completion and will be ready for operation about Jan. 15.

Honey Creek (Rockport p. o.), Ind.—The recently incorporated Farmers Mlg. & Supply Co. will buy the Joe Frye Mills and move them to the west end of town where a new elvtr. will be built.

Tocsin, Ind.—We have recently bot the elvtr. of Hall, Garton & Co. at this station on the C. & E. R. R. We will build a new house here next summer.—Studebaker Grain & Seed Co., Bluffton.

Indianapolis, Ind.—The Annual Mid-Winter Meeting of the Indiana Grain Dealers Ass'n will be held at the Board of Trade Bldg., in this city, beginning at 2 p. m., Jan. 27, and extending over and including the 28th, with an evening entertainment on the 27th.—Chas. B. Riley, sec'y.

Charlottsville, Ind.—Our recently incorporated company has bot the elvtr. of T. B. Wilkinson & Co. and will operate it under the name of the Reeves Grain & Fuel Co. Our officers are Z. H. Reeves, sec'y-treas., F. B. Gable, vice-pres., and myself pres. We will make only minor repairs.—Chas. F. Reeves.

Losantville, Ind.—When Mgr. John Powell entered the office of the elvtr. of Tee-garden & Powell, one morning recently, he found the floor strewn with dynamite caps, a bottle of glycerine, wrenches and burglar tools. Examination showed that an attempt had been made to blow open the safe. It had withstood the attempt, but the lock was so jammed and battered that it required an expert to open it.

Grandview, Ind.—Two large warehouses of the Cadick Mlg. Co., burned Nov. 23. The warehouses were at the river landing and are said to have caught fire from a defective flue. The warehouses contained 25,000 bus. of wheat, 110 tons of hay, 2 carloads of mixed feeds, etc. Less than 200 bus. of the grain was saved. One of the warehouses was built 45 years ago, but was in splendid condition. The other house was built 7 years ago.

Grandview, Ind.—The 2 warehouse buildings which burned, Nov. 23, will probably not be rebuilt. In fact, we have not yet decided just what we will do, but will, more than likely, build a small warehouse on the river front, just large enough to take care of our shipping requirements by boat. We will then probably build a large warehouse on the railroad. However, our plans have not been completed and we cannot say just what we will do. The total loss upon buildings and contents was about \$40,000, with \$34,000 insurance. Our loss has all been adjusted and practically all of the claims paid.—Cadick Mlg. Co.

IOWA

Rake, Ia.—The Kuehl-Lammers Grain Co. has installed a wagon scale.

Manson, Ia.—A. Hakes is installing one set of No. 1 Challenge Dumps.

Rockford, Ia.—A. J. Ackley is now mgr. for the Farmers Exchange Co.

Rock Rapids, Ia.—The Stockdale & Maack Co. has rebuilt its elvtr. here.

Rock Rapids, Ia.—Geo. Hubers is agt. for the Davenport Elvtr. Co. at this station.

Boyd, Ia.—Smith & Betts have installed a new gasoline engine in their elvtr.

Rembrandt, Ia.—J. B. Coonrad, of Eagle Grove, is the new mgr. for De Wolf & Wells.

Burchinal, Ia.—The Farmers Co-operative Society has installed an automatic scale in its elvtr.

Kanawha, Ia.—The Farmers Elvtr. Co. has installed a manlift, elvtr. boot and new belting in its elvtr.

Packwood, Ia.—Geo. Carter has resigned as mgr. of the A. D. Hayes Elvtr. and will move to New London.

Bettendorf, Ia.—John Miller, who formerly owned an elvtr. at Grand Mound, is now located at this point.

Dedham, Ia.—The elvtrs. of the Farmers Grain, L. S. & Lbr. Co. and the B. H. Shute Co. have been completed.

West Liberty, Ia.—W. C. Addleman has installed a feed grinder and has also built a 16x20 ft. feed storage room.

Stilson, Ia.—The Bowles-Billing Kessler Co. has bot the elvtr. of the Western Elvtr. Co. at this station.—G. C. Brickey, agt.

Brunsville, Ia.—Nothing has been decided definitely in regard to building a new elvtr. by the directors of the Farmers Elvtr. Co.

Webster City, Ia.—A. R. Burleson has been elected pres. and mgr. and H. H. Hoyt sec'y-treas. of the Iowa Popcorn & Cereal Co.

Fonda, Ia.—The Tiedeman Elvtr. Co. broke an 11 year record, Nov. 21, when more than 9,500 bus. of shelled corn were received at its elvtr. here.

Schaller, Ia.—The new 60,000-bu. elvtr. of the Schaller Produce Co. has been completed and is now in operation. It replaces the house burned Aug. 14.

Northwood, Ia.—Altho the Farmers Co-operative Co. has leased its elvtr. to O. J. Thompson, for the next 7 months, the company will not be dissolved.

Williams, Ia.—The Farmers Elvtr. Co. has completed an 8,000-bu. capacity double corn crib. It is equipped with an electric motor and has two elvtr. legs.

Kent, Ia.—Stanley E. Showers, mgr. for Gault Bros., has resigned and will go to Bridgewater as mgr. for Coffee & Erwin, implement dealers, of Greenfield.

Crocker, Ia.—The Farmers Grain Co. has been organized with a capital stock of \$5,000 and will probably buy the elvtr. of the B. A. Lockwood Grain Co. at this station.

Hubbard, Ia.—The report that we are going to build an elvtr. in the spring is without foundation. There has been nothing doing in that direction.—Farmers Elvtr. Co.

Dixon, Ia.—The elvtr. burned at this station Oct. 21, was owned by Mrs. Anna Huer but was operated by F. Mueller & Son of Calamus. Chas. Frederick was the agt.

Rich Point (Algona p. o.), Ia.—The new 6,000-bu. elvtr. of the Bowles, Billing, Kessler Co. has been completed and was put into operation, Nov. 30. Mgr. Deibler is in charge.

Ontario, Ia.—We are making a few necessary improvements in the Lockwood Elvtr. we recently bot, and have installed an automatic loading scale.—W. A. Pontius, mgr. Farmers Grain Co.

Kalona, Ia.—Brooke & O'Loughlin, who recently bot and wrecked the old Kalona Elvtr., are building a 12,000-bu. elvtr. which they expect to have in operation by Jan. 1. Orr Bros. Supply Co. is furnishing the equipment.

Grimes, Ia.—The Farmers Elvtr. Co. is repairing its machinery and has remodeled the engine room. A motor is being installed to replace the gas engine. The coal house will also be overhauled and the whole plant painted.

Pioneer, Ia.—There has been some misunderstanding as to the ownership of the new elvtr. at this station. The elvtr. is owned by C. A. Rowe. It has a capacity of 20,000 bus., is of cribbed construction and covered with galvanized iron. The equipment includes an 8-h.p. engine, 1,500-bu. automatic scale, Constant Manlift and a Challenge Dump. The Younglove Constr. Co. had the contract.

Marshalltown, Ia.—Bert L. Cook, of the Cook Grain Co. at Le Grand, has bot the 15,000-bu. elvtr., warehouse and office building of the Natl. Denatured Alcohol Co. and will take possession Dec. 15. Mr. Cook will operate the elvtr.

Eagle Grove, Ia.—Emil Knutson is suffering from the effects of a broken arm and minor injuries received when he was caught in a belt at the elvtr. of the Independent Grain & Lbr. Co., recently. His right arm was badly cut and lacerated.

Melbourne, Ia.—When a team of horses became frightened recently in the elvtr. of C. B. Johnson, they backed the wagon against the railing of the driveway and broke thru. the wagon load of oats falling 10 ft. to the ground. The driver escaped injury and the wagon was not damaged.

Leon, Ia.—The elvtr. of the Talbott Grain Co., of Osceola, at this station, was recently damaged by fire. A poultry plant about 600 ft. from the building caught fire and the flames spread to a coal shed adjacent to the elvtr. From there the flames leaped to the elvtr., catching on the shingle roof.

Atlanta, Ia.—Harry L. Kaga & Co. have closed their office in this city. The company quit business Dec. 2. The Washington office was taken over by Lamson Bros. & Co. Mr. Kaga says that the company has closed its offices on account of war conditions and also because a grain man in a nearby town defaulted on some cash wheat.

Roife, Ia.—The elvtr. of the Uptake Grain Co. at this station, containing 90,000 bus. of oats and 8,000 bus. of corn, burned at 7 p. m., Nov. 29; loss \$30,000. The fire started under the driveway or dump and is thought to have probably been due to a carelessly thrown match. The fire spread to the C. & N. W. depot which was also destroyed. The office building of the elvtr. was saved and is now being used as a depot.

Le Mars, Ia.—Wm. Smiley, well known to the grain and milling trade, died Nov. 24 at the age of 55. Mr. Smiley had been a sufferer with heart trouble for a year or two, but his death came as a shock to his many friends in the trade. He was a director and stockholder in the Plymouth Mfg. Co., having started with the firm 36 years ago as a grain buyer. At the time of his death he was traveling representative for his firm and a frequent visitor at the terminal markets.

Neola, Ia.—H. H. Pogge, agt. for the Cavers Elvtr. Co., recently had a narrow escape from death when he fell thru an open trap door and narrowly missed falling into the elvtr. boot. Workmen had been making minor repairs on the elvtr., but had forgotten to adjust a pulley below the boot. Mr. Pogge started the engine and then started down to make the adjustment, using the dump entrance. The trap door had been left open and he fell against an iron casting, seriously injuring his back.

Bagley, Ia.—The new 45,000-bu. elvtr. of H. W. Pollock & Co. has been completed and is in operation. The company bot the property of the Philip S. Dennis Co. and after wrecking the building, put up an iron clad house 24x30 ft. and 70 ft. high. Adjoining the main building is a 24x52 ft. annex, 26 ft. to the plate. On the west side of the house is a 16x24x26 ft. cob and screening house. The enclosed drive and dump way is 11x30 ft. and is equipped with automatic scales and dump. The engine room is 16x18 ft. and contains a gasoline engine for the handling of small grain and one to run the corn sheller. The office is detached from the elvtr. and is 16x24x10 ft., divided into 2 rooms. The office scales are set in cement and a cement walk leads from the office to the elvtr. and the sidewalk. The grounds around the building are to be cleared of all debris and leveled and will be made attractive by shrubs, etc. The elvtr. is equipped with 2 stands of elvtrs., corn sheller in the basement and cleaners in the cupola. G. H. Birchard had the contract.

Emmettburg, Ia.—While Thos. J. Foy was standing on a ladder, Nov. 21, oiling above the main shaft, in the elvtr. of Beckman & Schroeder, the ladder slipped and he was thrown against the shaft. The pulley bolt caught his glove and his arm was wound around the shaft. No one noticed his plight for almost half an hour, the sound of the machinery drowning his cries. After a desperate struggle he released himself and fell to the floor. One of the bones in his arm is broken, in 3 places, both bones being pulled out of the elbow socket. It is thought he will recover, however.

Tama, Ia.—The elvtr. of the Farmers Elvtr. Co. which burned at 7 p. m., Nov. 15, contained 1,050 bus. of corn, 1,400 bus. of barley, 700 bus. of wheat and 1,500 bus. of oats at the time of the fire. There will be little salvage as the grain is still smoldering and frequently breaks into flame. The elvtr. was built 20 years ago by the Neola Elvtr. Co.; but has been owned and operated by the farmers for the last 3 years. Many improvements have been made and numerous additions built. The loss amounts to \$7,000 on the house, and \$2,600 on grain, the insurance on the elvtr. being \$4,000 and \$2,000 on the grain.

Walcott, Ia.—Claus Slek, who had been our elvtr. foreman for the last 5 or 6 years was found, Dec. 2, on the floor of our new elvtr. suffering from a fractured skull. No one saw him fall or knows from where he fell. The manlift was found about 6 ft. above the lower floor and as it could not have reached that position unless put there, it is presumed that he fell from it at that elevation but it cannot be determined whether he was going up or coming down on it. It was midway between the floor and the ceiling, and as there was nothing there to require his attention, it is supposed that he was in some manner deprived of his normal faculties for an instant, and fell therefrom, striking his head on a right angle corner of the elevator leg next the floor which caused a fractured skull, and resulted in his death 15 hours later. That he fell is self-evident, but there is nothing to indicate what caused him to fall. It seems to be one of those unfortunate falls, if he had not struck his head where he did, it might have been of little consequence. No other bones were broken, and there were no other bruises. The accident happened just 3 days after the construction company had turned the elvtr. over to us.—Stockdale & Maack Co.

DES MOINES LETTER.

H. Frerichs & Co., of Remsen, have been suspended from membership in the Western Grain Dealers Ass'n. The firm refused to arbitrate with W. M. Bell & Co. on the question of a defaulted contract.

No bids on the elvtrs., of the defunct E. A. Lockwood Grain Co., will be considered by the creditors' com'te, unless they amount to at least 75% of the appraisal valuation of the property. The elvtrs. are now being operated by Trustee M. McFarlin.

According to State's Attorney General George Casson, many complaints have been received by him from farmers thruout the state but especially from those in northern Iowa, alleging that elvtr. operators are illegally discriminating against them at non-competitive points. They claim that the elvtr. men require 80 lbs. of ear corn to the bu., while the standard is only 70 lbs. and that other grains are bot at the elvtrs. on the same relative basis. The state inspector of weights and measures has announced that his men will give particular attention to these grain fraud complaints and make thorough investigations.

KANSAS

Valley Center, Kan.—S. Colclazier has bot the elvtr. of Smith Bros.

Irving, Kan.—H. Thomas, of Osborne, has bot the elvtr. of the Blauer Grain Co.

Lindsborg, Kan.—The Farmers Union has bot the elvtr. owned by the Lindsborg Ice Co.

Ford, Kan.—The new elvtr. of the W. T. Shute Grain Co. will be completed about the 15th.

Manning, Kan.—No one is building an elvtr. at this station, as has been reported.—T. J. White.

Kiowa, Kan.—J. M. Miller is now mgr. for the Farmers Grain & Merc. Co., succeeding C. R. Dixon.

Ramona, Kan.—A. G. Shubert is interested in the organization of a farmers elvtr. company at this point.

Springdale (Croft p. o.), Kan.—I now own the elvtr. of U. G. Edwards at this station.—U. G. Kocher, Cullison.

Weir, Kan.—The new elvtr. of Jas. Bates has been completed. The equipment includes an automatic scale.

Harlan, Kan.—I have sold my elvtr. here to E. A. Kalbfleisch and have bot a house at Cedar.—A. A. Bradley.

Scott City, Kan.—Frank B. Quimby has filed a petition in bankruptcy, scheduling his liabilities at \$30,000, with no assets.

Bennington, Kan.—An addition is being built to the elvtr. of the Farmers Elvtr. Co. and the whole elvtr. is being overhauled and repaired.

Patterson, Kan.—Last spring I sold my elvtr. here to W. W. Cotton, but I bot it back again, Nov. 9, and will operate it.—F. W. Miles.

Clay Center, Kan.—The Farmers Union Co-operative Ass'n has opened the elvtr. it recently bot of the P. V. Elvtr. Co. James Iams is mgr.

Kiowa, Kan.—I have resigned as mgr. for the Farmers Elvtr. Co. and have bot a ½ interest in the elvtr. of the Stevens Scott Grain Co. and will be mgr.—C. R. Dixon.

St. John, Kan.—The power plant of the St. John Mfg. Co. has been enlarged and a 260-h.p. steam engine has been installed. A 90-ft. smoke stack has also been built.

Hilton (McPherson p. o.), Kan.—G. F. Schafer, H. McClain and J. W. Olsen are interested in the organization of a farmers elvtr. company, but no elvtr. has been built yet.

Cedar, Kan.—I have bot the elvtr. of Lund & Son at this station and will install a manlift and Invincible Cleaner and Scourer.—A. A. Bradley, formerly at Harlan.

Oronoke, Kan.—The only regular grain dealers at this station are Central Granaries Co., H. H. Groves, agt. and Foster Grain Co. for whom I am agt.—R. D. Morrison.

Liberal, Kan.—We have discontinued our office at Wichita and our stations at Spivey, Zenda, Nashville and Isabel are now handled from the main office here.—O. L. Sherwood, Bolin-Hall Grain Co.

Topeka, Kan.—The fire in our plant, Nov. 20, was not in our elvtr. Only an old tool warehouse of no value was destroyed. It is really so slight that it is not worth mentioning, no loss and no insurance.—Kaw Mfg. Co.

Parsons, Kan.—The Rea-Patterson Mfg. Co. is seriously considering the erection of an elvtr. at this station. Aldo Funston, of Iola, will have charge of the company's business at present here and will have an office in the Sun Bldg.

Coldwater, Kan.—While Chas. Mullin was unloading a load of oats at the elvtr. of the Farmers Grain, L. S. & Merc. Co., the team became frightened and started forward. Mr. Mullin was thrown under the wheel and seriously hurt.

Damar, Kan.—Our elvtr. will be remodeled in the spring. Our firm is the same as the Farmers Union, is owned by farmers. Our officers are E. C. Saindon, pres., A. H. Miller, vice-pres., and F. E. Arpin, mgr. and sec'y.—Damar Elvtr. Co.

Sterling, Kan.—H. A. Misner has succeeded G. H. Henderson with the International Mfg. Co., Mr. Henderson having resigned after 25 years service, to accept a position as head engineer for the New Era Mill & Elvtr. Co. at Arkansas City.

Hiawatha, Kan.—B. V. Sloan, of Huron, has bot the elvtr. of H. R. Sheldon at this station.

Sterling, Kan.—A. L. McMurphy, W. H. Burgess, Andrew Gregg, H. Dymond and J. Schmucker have been appointed as a com'te to consider the advisability of forming a farmers elvtr. company here to buy the elvtr. of the Kansas Grain Co.

Hutchinson, Kan.—Directors of the Farmers Grain Dealers Ass'n held a meeting in this city, recently and fixed the date of the annual meeting, Mar. 2 and 3. A. C. Bailey, of Kinsley, has charge of the program arrangements. J. W. Lawrence is sec'y.

Summerfield, Kan.—I recently leased my elvtr. to Mark Flanagan who represents the Farmers Union here, until July 1, but he has since given up the elvtr. and will go back to the one horse portable he used to operate. I have taken the elvtr. back and will operate it till further notice.—John McCune.

KENTUCKY

Louisville, Ky.—An attempt to blow open the safe in the office of the Louis Hartman & Sons elvtr. failed when policemen discovered a negro in the office. He had broken the handle off the door but did not have time to finish the job.

Paris, Ky.—The official statement of the assets of R. B. Hutchcraft, who recently made an assignment in favor of his customers, places the assets at \$175,882. The liabilities were scheduled by Mr. Hutchcraft at \$145,300. Proof of the bankruptcy will be heard Dec. 14.

Hopkinsville, Ky.—Wm. B. Anderson, Jr., pres. of the Acme Mfg. Co., was recently severely wounded while on a hunting trip in Tennessee. A gun was accidentally discharged and Mr. Anderson received 9 shots in the face. It is feared that he will lose the sight of one eye.

LOUISIANA

New Orleans, La.—Theo. H. Brent is now gen. mgr. of the Joint Traffic Bureau of the Board of Trade, Cotton Exchange, Ass'n of Commerce and Steamship Agts. Ass'n.

New Orleans, La.—Breedlove Smith, former pres. of the Board of Trade, died Dec. 6 at the age of 73. At one time he was associated with D. R. Francis in the grain business at St. Louis.

New Orleans, La.—The Central Elvtr. & Warehouse Co., operating elvtrs. "C," "D" and "E," will assume the fire risk on grain stored in its elvtrs., Dec. 10. All grain in the elvtr. and in cars on track within 100 yards of the houses will be insured by the company and charges will be assessed against the owners of the grain at the current rate of the Old Line companies that apply on the 3 elvtrs. Short term insurance will be figured on the Union Short Rate Table basis.

MICHIGAN

Trenton, Mich.—Trenton Grain & Elvtr. Co. incorporated; capital stock \$10,000.

Owosso, Mich.—W. R. Grieve, formerly owner of the Owosso Mfg. Co., will enter the grain and milling business again.

Kalamazoo, Mich.—W. E. Messerole, formerly at Ft. Dodge, Ia., has engaged in the grain, feed and coal business at this point.

Owosso, Mich.—The midwinter meeting of the Michigan Hay & Grain Ass'n will be held in this city, about Jan. 15. J. C. Graham is sec'y.

Britton, Mich.—We have installed Western Corn Sheller, Monitor Cleaner, Richardson Automatic Scale and electric motors in our elvtr.—Walper & Dreher.

Tekonsha, Mich.—The safe of the A. H. Randall Mill Co. was blown open by yeg-men on the night of Nov. 23 and about \$70 taken. The safe was ruined but there was no other damage.

St. Johns, Mich.—Sprague & Ward are building an addition to their elvtr. and will install a "Midget" Marvel Mill.

Charlotte, Mich.—Our power plant was damaged by fire recently to the extent of \$300, when a railroad construction gang's boarding car caught fire on a siding and burned.—L. A. Shepard, L. A. Shepard Grain & Bean Co.

Concord, Mich.—I am the only one in the grain business here. The Stockbridge Elvtr. Co. is not represented here and has not been for 2 years.—A. K. Tucker.—Mr. Tucker uses the elvtr. formerly operated by the Stockbridge company.

Detroit, Mich.—The following amendment to the rules covering interest charges at this market, was recently adopted: On all grain, mill feed or seeds consigned to or bought by any member of this board, or any firm or corporation duly represented in its membership, and shipped to Detroit, subject either to Detroit weights or inspection, or both Detroit weights and inspection, the receiver or the purchaser, as the case may be, shall charge the current rate of interest from the date of payment of draft, on any sum advanced on such consignment, or purchase; provided always that the minimum rate of interest so charged shall be at the rate of 6% per annum, to include the date of the weight certificate; provided, however, that in no case shall interest be charged beyond a maximum of 5 days from the date of inspection at Detroit. Section "A" of the rule will apply on all track grain, mill feed or seeds traded in between members of this board, or any firm or corporation duly represented in its membership.—M. A. Donavan, sec'y Board of Trade.

MARYLAND

BALTIMORE LETTER.

Membership fees for 1915 have been fixed at \$30, the usual fee.

Dudley G. Gray has been admitted to membership in the Chamber of Commerce.

On Nov. 24 the members of the Commercial Exchange voted to amend the by-laws covering the commission rate on corn in export elvtrs. The rule now provides for a charge of ¾ of 1% per bu. The old charge was ½ of 1%.

Frederick Megehard, prop. of the Chesapeake Corn Mills, died Dec. 4. A com'te from the Commercial Exchange attended the funeral. He was one of the oldest members of the exchange and he will be greatly missed by his many friends and associates on 'change.

S. H. Ruth, local representative for the Loudonville Mfg. & Grain Co., Loudonville, O., the Northwestern Mill & Elvtr. Co. of Toledo, O., the Kansas City Flour Mills Co., Kansas City, Mo., and the La Grange Mills of Red Wing, Minn., died Nov. 22. He was a member of the Chamber of Commerce and was well known to the grain and milling trade.

John M. Dennis, pres. of the Louis Muller Co., and for a number of years chairman of the Com'te on uniform grades of the Grain Dealers Nat'l Ass'n, has bot the majority of the stock in the Union Trust Co. and has been elected pres. of that company. Mr. Dennis does not intend to sever his connection with the grain trade immediately but he will ultimately do so.

Walter Kirwan, one of the members of the defunct firm of Kirwan Bros., who will be retried on the charge of manipulating forged Bs/L, in a few days, was badly cut Nov. 19 when a skylight in his office collapsed and fell on him. He was taken to the Mercy Hospital but is not that seriously injured. He has been engaged in the insurance brokerage business for some time.

J. M. Frisch, senior member of J. M. Frisch & Co., which has been in business here for the last 35 years, died Nov. 25, of pneumonia. Mr. Frisch was 54 years old and will be greatly missed by his many

friends and associates on 'change where he was a popular member. R. H. Diggs, John H. Gildea, Jr., Geo. S. Jackson and Chas. J. Landers composed the com'te appointed by Pres. Blackford to attend the funeral.

The grain exportation business at this market is as large as it is owing to the persistence and courage of resident exporters, who thru all sorts of discouraging and lean years have preserved an accurate knowledge of world conditions and have stayed in the business. In other words, Baltimore's business is done because of the courage, experience and capital of her great merchants and not because of grain differentials.—Herbert Sheridan, traffic mgr. Chamber of Commerce.

MINNESOTA

Lucan, Minn.—Farmers are interested in the organization of an elvtr. company.

Bluffton, Minn.—R. M. Stuntebeck will rebuild the elvtr. burned Oct. 29, at once.

Morton, Minn.—The Farmers Elvtr. Co. has moved its corn cribs, remodeling them and is now handling corn.

New Prague, Minn.—No change in ownership of elvtrs. here as reported.—New Prague Flouring Mills Co.

Marshall, Minn.—Franklin Marshall is the mgr. for the new company which will operate the plant of the Marshall Mlg. Co.

Gaylord, Minn.—The Minnesota Mlg. Co. is doubling its elvtr. capacity, putting up a new elvtr. A new dump scale has been installed.

Glencoe, Minn.—The Farmers Elvtr., L. S. & Produce Co. is building a 50x10 ft. corn crib which will have a capacity of 2,500 bus.

Fergus Falls, Minn.—A. L. Zulauf, formerly with the Battle Lake Mlg. Co., Battle Lake, Minn., is now with the Red River Mlg. Co. here.

Kerkhoven, Minn.—E. L. Johnson is now mgr. for the Farmers Elvtr. Co. here. He was formerly agt. for the Atlantic Elvtr. Co. at Hankinson, N. D.

Hartland, Minn.—C. C. Hatchard, formerly mgr. for the Farmers Elvtr. Co. at Lake Benton, has succeeded M. J. Roelike as mgr. for the Farmers Elvtr. Co. here.

Delft (Windom p. o.), Minn.—Efforts are being made to reorganize the Carson Farmers Elvtr. Co. here and to have it incorporated on the pro-rata plan. C. Beier is mgr.

Brewster, Minn.—I have succeeded J. N. Wermerskirchen as mgr. for the Hubbard & Palmer Co. We operate 2 elvtrs. here and will overhaul one of the houses soon.—Jas. Tighe.

New Prairie (Cyrus p. o.), Minn.—The Farmers Elvtr. Co. has let contract for the rebuilding of its elvtr. burned Oct. 27. It will be a small house, having only 2,500 bus. capacity.

Currie, Minn.—Bert Demersman is agt. for the Skewis Grain Co., P. T. Kerey is agt. for the Anchor Grain Co. and I am mgr. for the Hubbard & Palmer Co. We have put our elvtr. into first-class shape.—M. P. Tarney.

Barry, Minn.—The fire at our elvtr. Nov. 18 was due to a defective chimney. The blaze destroyed our office, engine room and part of the driveway. We will rebuild at once.—Jas. L. Fermoye, agt. Cargill Elvtr. Co.

Rochester, Minn.—The Olmsted County Farmers Co-operative Ass'n has been formed to deal in grain and other farm products. An elvtr. will be built if suitable arrangements for purchasing one of the old elvtrs. cannot be made.

Bricelyn, Minn.—When C. F. Landwoody, mgr. for the Farmers Elvtr. Co., presented his resignation to the directors of the company after having accepted a position as mgr. for the farmers company at Caledonia, the board raised his salary and urged him to remain. He decided not to make the change and is still mgr. here.

Lake City, Minn.—The foundations for our 4 new tanks have been completed and the tanks, which are to be 18 ft. 3 in. in diameter and 65 ft. high, are going up rapidly. With the interstice bin they will have a capacity of 65,000 bus.—Tennant & Hoyt Co.

Winona, Minn.—The Bay State Mlg. Co. will build a 500,000-bu. re-inforced concrete and steel tank elvtr. adjoining the mill. The elvtr. will consist of 8 tanks, 100 ft. high and will be equipped with the latest machinery. The addition is to be completed by July, 1915. The Barnett & Record Co. has the contract. The tanks are located so that they are accessible to the C. & N. W., C. M. & St. P. and C. B. & Q. lines.

Cannon Falls, Minn.—The Cannon Valley Mlg. Co. is building a new 5-story frame mill to be operated in conjunction with its cribbed elvtr. just completed by C. E. Bird. The first story is occupied by an Invincible Wheat Separator, car puller, power shovels, two stands of elvtrs., 9 and 11-in. cups, Bird Man Lift and 1905 Cyclone Dust Collector. Electric power will be used. Power is transmitted to elvtr. heads from line shaft on work floor by means of rope drives. A track scale and a dump scale will also be installed. Grain will be taken from the elvtr. to the mill by means of two 9-in. screw conveyors. Elvtr. will have a concrete foundation and pits. The entire plant will be covered with iron. The company's old plant burned July 30.

DULUTH LETTER.

The Consolidated Elvtr. Co. has bot 4 2,000-bu. Barnard & Leas Receiving Separators.

Turle & Co. have won 2 suits against C. E. Burgess at Devils Lake, N. D., the judgments amounting to \$57,283 and \$4,781.10, respectively.

Chas. E. Lewis & Co., of Minneapolis, have opened a branch office in the Board of Trade Bldg. in this city. J. F. McCarthy is mgr. for the present.

A. C. Loring and G. P. Harbison have been admitted to membership in the Board of Trade and the memberships of Geo. K. Labatt and W. H. Sellers have been posted for transfer.

Members of the Board of Trade are contributing liberally to "Duluth Board of Trade Belgian Fund," and over \$2,500 has been collected. The money will be used to buy flour and other necessities for the stricken Belgians.

MINNEAPOLIS LETTER.

Wm. Hunter is now floor sales man for Woodward & Co.

Members of the Chamber of Commerce contributed \$3,000.50 to the Belgian Relief Movement.

John C. Evans, the first man to plant wheat in the Minnesota Valley, died recently at his home in Le Seuer County, at the age of 83.

Fred McCord, with the American Cereal Co., has lost faith in the "3 times" charm. Recently he broke his ankle for the 4th time and was confined to his home for some time. He is now able to walk with the aid of a cane.

The many friends of W. F. Scott welcomed him back on 'change last week and congratulated him upon his narrow escape from serious injury in the automobile accident which resulted in the death of his brother, Charles Scott.

The new 2,000,000-bu. elvtr. of the Pillsbury Flour Mills Co. has been completed and is receiving grain. This is the largest exclusively "mill" elvtr. ever built. It consists of 27 concrete tanks. The elvtr. is used in connection with the "A" mill of the company.

The vocational high school provided for in the will of Wm. H. Dunwoody, of the Pillsbury Flour Mills Co., has been opened by the trustees of the estate. Boys from 14 to 18 years of age are to be thoroly taught the milling, electrical or any other trade they may choose.

MISSOURI

Weston, Mo.—We have built 4 bins over the driveway to our elvtr., increasing our capacity to 25,000 bus.—R. R. Clark, mgr. R. & B. Elvtr. Co.

Forest City, Mo.—Forest City Mlg. & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, A. H. Bailey, G. L. Penney and James C. Morris.

Missouri shippers should join the state grain dealers ass'n, not letting the terminal market receivers get all the memberships. According to Sec'y Bryant's last report the shippers of the state are not giving him the encouragement merited.

Humansville, Mo.—The plant of the Humansville Roller Mill, owned by Vaughn & Morrison, burned Nov. 25; loss, \$8,000; insurance, \$1,000. L. E. Lynes, who has been operating the plant under lease, lost 2,500 bus. of wheat, which was partly covered by insurance.

St. Joseph, Mo.—The Stockyards Co. contemplate an addition to the grain storage elvtr. south of the hog yards dock, which was completed recently at a cost of \$7,000. According to the present plans the proposed reinforced concrete annex will contain the motors and machinery for shelling ear corn purchased from local farmers.

St. Joseph, Mo.—The recently formed Burlington Public Elvtr. Co. has bot the old "Burlington" Elvtr. owned by A. J. Brunswig of the Brunswig Grain Co., which it has been operating under lease. The price paid was \$40,000. The elvtr. will be operated in conjunction with the new concrete addition built by the C. B. & Q. Ry. Co. and leased to the elvtr. company. M. H. McNeil is supt.

Gorin, Mo.—My elvtr. burned on the night of Nov. 10; loss, \$5,500; about 2/3 covered by insurance. Only a small amount of grain in the house and it was covered by insurance. I am getting the material on the ground for a 12,000-bu. cribbed elvtr. and a 25x50 ft. warehouse which I will use for seed storage. The buildings will all be metal clad with metal roofs. I will equip it with the latest elevating machinery, gasoline engine, hopper scale, corn sheller, seed cleaner and possibly some other elvtr. machinery.—J. A. Gunnell.

KANSAS CITY LETTER.

John Fennelly, who was stricken with a heart attack, Oct. 20, in the lobby of the Board of Trade, has fully recovered and is again at his desk. He is with the Hall-Baker Grain Co.

Members of the Board of Trade recently voted to adopt the amendment to its rules raising the commission rate on cash corn from 1/8c to 1/4c. The vote was 128 to 4 in favor of the amendment.

Mason Gregg, who has been representing Wallingford Bros., of Wichita, Kan., at Fort Worth, Tex., recently resigned and has returned to this city, where he was formerly in business. He is a member of the Board of Trade.

Business privileges of the Board of Trade will be withheld from non-members hereafter in cases of uncommercial conduct and members of the exchange will be penalized for trading with them. This will take the place of the former rule which required the posting of the names of the offenders.

ST. LOUIS LETTER.

Frank P. McClellan, of the J. S. McClellan & Sons Com'n Co., has been given a year's suspension from the privileges of the Merchants Exchange for irregularities in business transactions.

The oil painting of Ex-Pres. E. O. Stanford, recently presented to the Merchants Exchange by his family, has been hung in the main hall of the exchange. The portrait was unveiled Nov. 25, just after the close of the market.

P. P. Connor was auctioneer at the annual sale of flowers on the floor of the Merchants Exchange, Nov. 28, for the benefit of the St. Louis Hospital Fund. Contributions to the fund added to the auction proceeds brot the total up to \$714.13.

New war revenue stamps will be affixed to the sale returns of members of the Board of Trade by the Grain Clearing House Ass'n, as a matter of convenience to the members. A charge of 50c per month will be made for the service.

Commission rates on cash corn were raised from $\frac{1}{4}$ c to $\frac{3}{4}$ c Nov. 24, members of the Merchants Exchange adopting amendment to the rules of the exchange by a vote of 258 to 32. The new rates apply on all consignments covered by Bs/L on and after Nov. 27. Consignments prior to that time come under the old rule.

Members of the Merchants Exchange will vote, Dec. 15, on the following amendment to the rules: Regular contracts for oats for delivery on and after Jan. 2, 1915, shall, unless otherwise mutually agreed between the contracting parties, be for "Contract" oats, which shall comprise No. 1, white oats, No. 2 white oats, standard oats or No. 3 white oats, in whole or in part.

The St. Louis Grain Club held its annual Thanksgiving dinner at the Mercantile Club, Nov. 24. The club adopted a resolution asking the Merchants' Exchange to discontinue trading in mixed oats. Mixed oats are not sold nor bought in the exchanges in New York and other large cities, the resolution points out. Exhibition dancing by professionals provided the entertainment for the guests.

We have opened a purchasing office in this territory for C. B. Fox of New Orleans, La., and will also do a general receiving and shipping business. C. B. Fox is pres. and J. A. Bushfield, sec'y-treas. We are located in the Pierce Bldg.—Fox-Bushfield Grain Co.—The company has been incorporated with a capital stock of \$15,000. J. A. Bushfield, Geo. D. Harris, I. G. Bushfield and O. J. Wasserfall, incorporators.

The Geo. P. Plant Mfg. Co. has completed 21 rectangular, re-inforced concrete tanks having a combined capacity of 120,000 bus. of wheat. The tanks rest on piling embedded in a concrete mattress. They are 84x52 ft. on the ground and 140 ft. high. The elvtr. is equipped with receiving leg, 2,000-bu. hopper scale, rope drive, manlift, and all other up-to-date machinery. New conveyor belts were also installed in the old elvtr. and the whole plant has been put into first-class shape.

MONTANA

Selmes (Roberts p. o.), Mont.—The Montana Central Elvtr. Co. contemplates building an elvtr. at this point.

Lambert, Mont.—R. S. Nutt, of Sidney, is reported to be building an elvtr. at this station. Geo. S. Leonard will be agt.

Billings, Mont.—Leslie F. Miller, local mgr. for the Russell-Miller Mfg. Co., was married, Nov. 25, to Miss Harriet Rowley.

Twin Bridges, Mont.—Officers of the Farmers Elvtr. Co. are Wm. Steward, pres.; A. Smith, vice-pres., and F. G. Fletcher, sec'y-treas.

Malta, Mont.—I have been transferred to the company's elvtr. at this station.—E. E. Reiner, agt. St. Anthony & Dakota Elvtr. Co., formerly at Kremlin.

Kremlin, Mont.—J. Larson has succeeded me as agt. for the St. Anthony & Dakota Elvtr. Co. at this station. I have been transferred to Malta.—E. E. Reiner.

Gettysburg (Lambert p. o.), Mont.—A 40,000-bu. cribbed elvtr. is being built for the Occident Elvtr. Co. by the Hickok Construction Co. It will be equipped with a dump scale, one leg, manlift, 100-bu. hopper scale on first floor and a 10-h.p. gasoline engine.

Lambert, Mont.—The Occident Elvtr. Co., of Minneapolis, has a new 40,000-bu. cribbed elvtr. on the Grt. Northern R. R. It is equipped with dump scale, one leg, with 11x6-in. buckets, a 100-bu. hopper scale on the first floor, manlift, 10-h.p. gasoline engine, an Owens Flax Receiving Separator and Gerber spouts. The Hickok Construction Co. did the work.

Lambert, Mont.—The Farmers Elvtr. Co.'s 25,000-bu. cribbed elvtr. on the Great Northern Ry. is nearing completion. It has wood roof and siding, 12 bins, one dump, automatic scale, wagon scale, Monitor Cleaner, and 12-h. p. gas engine. It is on a concrete foundation. Honstain Bros. are doing the work.

NEBRASKA

Reynolds, Neb.—I have succeeded Gregory Bros.—J. F. Gregory.

Abie, Neb.—Farmers Grain & Lbr. Co. incorporated; capital stock, \$50,000.

Eldorado, Neb.—Geo. England is temporary mgr. for the Farmers Elvtr. Co.

Milford, Neb.—Farmers are interested in the organization of an elvtr. company.

DeWitt, Neb.—The Farmers Elvtr. Co. has covered its elvtr. with steel siding.

Lincoln, Neb.—J. G. Simmons is now employed by the Gooch Mfg. Co. in this city.

Leigh, Neb.—The elvtr. of the Farmers Elvtr. Co. is being repaired and overhauled.

Crowell, Neb.—Louis Rozmarin has resigned as mgr. for the Nye-Schneider-Fowler Co.

Valparaiso, Neb.—W. C. Scott has succeeded Geo. Cescher as mgr. for the Nebraska Elvtr. Co.

Lyons, Neb.—The elvtr. of P. Heintzelman has been sold and the house is closed.—Farmers Grain Co.

Cambridge, Neb.—W. J. Wagey has succeeded Harley Weeks as mgr. for the Farmers Grain & L. S. Ass'n.

Kimball, Neb.—The capital stock of the Kimball Lbr. & Grain Co. has been increased from \$25,000 to \$50,000.

Silver Creek, Neb.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, C. Wooster and others.

Schuyler, Neb.—C. W. Ethridge, of Kansas City, Mo., will travel for the Wells-Abbott-Nieman Co. in central territory.

Washington, Neb.—Chas. Ringsted, formerly agt. for the Nye-Schneider-Fowler Co. at this point, has moved to Bennington.

Blair, Neb.—The Blair Mfg. & Grain Co. is remodeling and thoroly overhauling its elvtr. and mill. An oil engine will be installed.

Bladen, Neb.—Frank Kral has been elected sec'y of the Farmers Grain & Supply Co., an organization recently completed.

Red Cloud, Neb.—Work has been started on the new plant of the Diamond Mfg. Co. Cement will be used entirely in the construction of the buildings.

Leigh, Neb.—We are repairing our elvtr. but will not start work on the new 20,000-bu. annex until spring.—Frank Uridil, mgr. Farmers Co-operative Merc. Co.

Loomis, Neb.—The Loomis Farmers Co-operative Co. incorporated; capital stock, \$10,000; incorporators, C. G. Youngquist, Reed Phillips, L. A. Maters and others.

St. Paul, Neb.—G. H. Bacon, formerly employed in the elvtr. of the Gooch Mfg. Co., Midway (Redington p. o.), has been transferred to the company's elvtr. at this station and succeeds J. G. Harrahill as mgr.

Rulo, Neb.—L. L. Coryell, of Auburn, has bot the elvtr. of the J. H. Lynds Mill & Elvtr. Co. Wayne Richardson, who has been mgr. for some time, will be retained by Mr. Coryell. Extensive improvements will be made in the elvtr.

David City, Neb.—Theo. C. Thal, employed as night engineer for the Imperial Mills Co., was torn to pieces when he became entangled in the engine belt. He was dead when taken out after the machinery had been stopped.

Loomis, Neb.—The elvtr., mill and warehouse of the Loomis Grain & Mfg. Co., burned Dec. 4, the blaze being due to it is that to defective wiring in the walls between the engine and boiler rooms; loss, \$50,000; insurance, \$40,000.

Seward, Neb.—Work has been started on the new elvtr. and alfalfa mill by Henry Graff, J. Hentzen and J. Imig, who will operate it. The elvtr. will have a capacity of 25,000 bus. The mill will grind 4 tons of alfalfa per hour.

Silver Creek, Neb.—Our company has been organized and about \$5,000 of the capital stock has been paid in. We are not doing business yet, but are negotiating for an elvtr. We have not selected a mgr. so far.—Chas. Wooster, pres., Farmers Elvtr. Co.

Genoa, Neb.—Albert, Chas. and P. Larson, Sr., and L. Peterson bot the mill and elvtr. of H. E. Fonda & Co., at public auction recently and will put the plant into operation at once. The plant was in the hands of a receiver since the suicide of H. E. Fonda, pres. and mgr. of the company.

Homer, Neb.—We have installed a 7-h.p. engine in the elvtr. we recently bot of T. J. O'Connor, known as the Homer Elvtr. I do not think the elvtr. of C. H. Cratty which burned Oct. 18, will be rebuilt.—J. E. Moore, mgr. C. A. Hiserote.—The Cratty Elvtr. was operated by Mr. Hiserote under lease.

Linwood, Neb.—W. J. Blair, for many years engaged in the grain business at this station, and his wife were among the seriously injured in the wreck of a C. & A. passenger train near Mexico, Mo., Nov. 27. Mr. Blair has not been in the grain business for the last 3 years, having been postmaster.

Lincoln, Neb. — The report circulated among several grain dealers that we had closed our Lincoln office is entirely without foundation. We have been established here continuously since June 1 and there is every indication that we will make it a permanent location.—Lonsdale Grain Co. L. W. Frost, mgr.

Lexington, Neb.—A 40,000-bu. grain elvtr. and 500-bbl. flour mill will be erected by the Lexington Mill & Elvtr. Co. Power will be steam and the elvtr. will have two legs, a grain cleaner and square bins. The plant will be of reinforced concrete construction. The contract was let Nov. 28 to the Burrell Engineering & Const. Co., construction to begin at once.

OMAHA LETTER.

Roland H. Sturtevant and Frank J. Taylor have formed a co-partnership and will operate as the Taylor Grain Co., doing a general brokerage and com's'n business.

The annual election of the Grain Exchange resulted in the choosing of 3 directors for a 3-year term as follows: Barton Millard, F. H. Brown and J. A. Linderholm. The Board met on Nov. 23 and elected officers as follows: pres., F. S. Cowgill; vice presidents, J. B. Swearingen, Barton Millard; treas., F. H. Brown. I continue as sec. The exchange has closed an extremely prosperous year, and the future never looked better.—F. P. Manchester.

The following grain men have been elected to membership in the Grain Exchange during the past 30 days: M. I. Dolphin, Saunders-Westrand Co.; W. F. Shepard, Merriman Com's'n Co.; J. M. Paul, broker, Lincoln, Neb.; C. N. Olseen, Nebraska-Iowa Grain Co.; C. P. Pederson, Omaha Elvtr. Co.; R. A. Dinsmore, McCaull-Dinsmore Co., Minneapolis, Minn.; W. E. Field, Nye-Schneider-Fowler Co.; R. H. Sturtevant, Taylor Grain Co.; J. F. Grosshans, Van Wickle Gr. & Lbr. Co., York, Neb.; J. F. Mead, Merriam Com's'n Co.; and M. W. Cochran, Cavers-Sturtevant Co. and the following have applied for membership: Douglas Webster, McCaull-Webster Elvtr. Co.; Jas. Trimble, Nebraska-Iowa Grain Co.; E. T. Weekes, Weekes Grain Co.; and W. T. Burns, M. C. Peters Mill Co.—Frank P. Manchester, sec'y.

The Nebraska Farmers Grain Dealers Ass'n will hold its annual convention at the Hotel Rome in this city, Dec. 16 to 18. Among the addresses of interest to grain men are: "Future Trading and Needed Legislation," Guy F. Briggs, Cole-

ridge; "The Corn Grades," E. L. Morris, U. S. Dept. of Agriculture and Geo. B. Powell, chief inspector Omaha Board of Trade; "A Warehouse Law," C. Vincent, Omaha; "The Railroad Situation," Clifford Thorne, chairman railroad commission of Iowa, and "Systems of Accounts," John R. Humphrey, U. S. Dept. of Agriculture, Washington, D. C. There will also be a general discussion on "Shall Country Elevators Store Grain for Farmers," led by C. S. Fuller, Arapahoe; J. D. James, Byron; J. C. Miller, St. Mary; Lorenz Stahl, Gretna; D. J. Malone, Pierce; C. H. Ender, Cotesfield and H. G. Carpenter, Hordville.

NEW ENGLAND

Great Barrington, Mass.—J. A. Griffith has bot the business of the Peterson Grain & Coal Co. and is now in possession.

Wilkinsonville, Mass.—Henry Houghton, who had been in the hay and grain business at this point for the last 21 years, died Nov. 25, at the age of 62. He had been ill for 2 years.

Providence, R. I.—Harry A. McAvoy, for the last year and a half a salesman and collector for the Bay State Mfg. Co. in this city, is under arrest, charged with the embezzlement of \$6,000 of the company's funds.

Ware, Mass.—We have sold the R. C. Snow Mill which we recently bot and are building a new plant on the B. & A. We will operate by electric power and will combine our grain and coal business.—Ware Coal Co.

Amston, Conn.—T. F. Prentice, who has been in the grain and hay business here for several years, has disappeared and his friends and family are unable to locate him. He is 45 years old, dark complexion with dark mustache, and of light build.

Lowell, Mass.—Work on the repairs on the elvtr. of Wm. E. Livingston, damaged by fire Aug. 17, has been started. An asbestos roof will be put on the building and the walls will be of stucco, making it fireproof. The house will also be remodeled to some extent.

Attleboro, Mass.—An attempt was made to rob M. G. Robbins, driver for the Attleboro Grain Co., Nov. 23. Mr. Robbins had been sent out to make collections and was returning with a large sum of money when 2 men appeared in the road and, covering him with revolvers, commanded him to stop. Robbins struck the team with the whip and dashed down the road, knocking one of the men over. No trace of the highwaymen has been found.

BOSTON LETTER.

Since Jan. 1, 704 applications for membership to the Chamber of Commerce, have been filed, 110 being received during the last week of November.

The new directors of the Chamber of Commerce are Albert F. Bemis, Wm. C. Brewer, Walter C. Fish, Herbert K. Hallett, Henry I. Harriman, John S. Lawrence and Wm. B. Munroe.

Irving G. Chesley, formerly connected with C. F. & G. W. Eddy and Hosmer Robinson & Co. in the grain business, died suddenly at the home of a friend in Malden, Nov. 26, just after eating Thanksgiving dinner. His death was due to heart failure superinduced by acute indigestion.

The following members of the grain board were elected at the annual meeting of the Board, Dec. 2: Frank W. Crane, Elmer E. Dawson, Clinton L. Eddy, Harry Hamilton, Charles A. Rach, Charles N. Rogers, Forest S. Smith, Walter E. Smith, Royal C. Taft, Henry M. Thompson, Harry N. Vaughan and Frank W. Wise.

NEW JERSEY

Townley, N. J.—We are building a 6-story concrete grain elvtr. and mixed feed plant on the Lehigh R. R. at this point. The Turner Constr. Co. has the contract and the machinery will be furnished by the

Wolfe Co. The site is adjacent to the main line of the L. V. and is reached by a private siding where we operate a large hay transfer warehouse. The new elvtr. plant is to be finished within the course of a few months and will add considerably to the many facilities for the large amount of business handled.—Chas. Schaefer & Son.

NEW MEXICO

Mills, N. M.—It is reported that an elvtr. and mill will be built here by a farmers company.

NEW YORK

Hammond, N. Y.—No elvtrs. here. B. A. Evans is a new grain dealer here.

New York, N. Y.—The price of Produce Exchange memberships has reached \$600.

Ray (Darien p. o.), N. Y.—Belden & Co., of Geneseo, are considering the erection of a bean elvtr. at this station or at East Alexander (Alexander p. o.).

New York, N. Y.—Guy Hamilton has succeeded R. W. Gwathmey, who died recently, as the representative of the Bartlett-Frazier Co. at this market.

Buffalo, N. Y.—The Superior Elvtr. Co. has let contract to the Monarch Engineering Co. for a boiler house and drier at its elvtr. The cost will be \$25,000.

Baldwinsville, N. Y.—James F. Williams has bot the interest of Geo. E. Campbell in the James Frazee Mfg. Co. of which Mr. Campbell is pres. Mr. Campbell will represent the Washburn-Crosby Co. in London, Eng. R. H. Quackenbush has succeeded Mr. Campbell as pres. and J. F. Williams has succeeded Mr. Quackenbush as sec'y-treas.

New York, N. Y.—Among the applicants for membership in the Produce Exchange is Gerardus Schilperoord, of the Von Stolk Commissiehandel, Amsterdam, Holland. Augustus Waulk of Elbert & Co.; Hans Folkers of William H. Muller & Co., grain, London; Frederick G. Nordenholt of Nordenholt Corporation, and William S. Dugan, New York. Fourteen new members have been admitted to membership.

Seneca Falls, N. Y.—We have one flour mill, but no elvtr. and our produce buyers are limited. Our town of 8,000 people is surrounded by one of the best agricultural districts of the state. Much grain and other farm produce is grown nearby, but the farmers market their crops elsewhere. We have been catering entirely to the factories, but are anxious to attract the farmer, and believe that a small elvtr., with frost-proof warehouse for handling other farm produce, as well as hay, straw, beans, etc., would be a success from the start.—W. C. Hollister, sec'y Chamber of Commerce.

Auburn, N. Y.—Paul Brister, son of C. W. Brister, who owns and operates a mill and elvtr. at this point, and a companion, were drowned, Nov. 22, at the head of Cayuga Lake while duck hunting. When the two failed to return to camp a search was made and their boat was found filled with water. The bodies were not found until Nov. 27, as they were under the ice which covers the lake. Mr. Brister had been in the flour and feed business on his own account for the last 2 years, operating as the Auburn Flour & Feed Co., and was well known in the city. His father is mayor of the city.

NORTH DAKOTA

Glen Ullin, N. D.—The Farmers Elvtr. Co. has installed an oil engine.

Berthold, N. D.—The engine house of the Farmers Elvtr. Co. burned recently.

Buffalo, N. D.—The Farmers Elvtr. Co. has installed a new safe in the office.

Courtenay, N. D.—W. H. Polly and Chas. Schumacher have bot the elvtr. of W. M. Holton.

Dunn Center, N. D.—E. J. Horne & Co. have a new 30,000-bu. cribbed elvtr. on the N. P. R. R., erected by Honstain Bros.

Genoa (Surrey p. o.), N. D.—E. L. Champlain is now mgr. for the Genoa Grain Co.

Shields, N. D.—The Farmers Elvtr. Co. has completed its elvtr. and has put it into operation.

Edgeley, N. D.—We have sold our elvtr. at this station to Geo. S. Hybergs.—Dakota Grain Co.

Drayton, N. D.—The Drayton Farmers Elvtr. Co. has installed a No. 4 Side Hopper Boss Car Loader.

Dunn Center, N. D.—E. H. Phelps is agt. for the Equity Elvtr. Co.—H. B. Hanson, agt. Occident Elvtr. Co.

Hankinson, N. D.—E. L. Johnson, formerly mgr. for the Atlantic Elvtr. Co., is now mgr. for the Farmers Elvtr. Co. at Kerkhoven, Minn.

Hague, N. D.—I contemplate a few changes in my elvtr.—P. Hulm is agt. for the Reliance Elvtr. Co. at this point.—F. Sahli, Sahli Elvtr. Co.

Loring, N. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock \$10,000. Lars Bothner, Clarence N. Lee and John Siverts, incorporators.

Watford (Schafer p. o.), N. D.—While working on the new elvtr. of the Farmers Elvtr. Co., a carpenter fell a distance of 45 ft. but escaped with a few bruises.

Tilden (Brinsmade p. o.), N. D.—I am now employed by the Ed. Bussbahl Elvtr. Co.—T. J. Cocking, formerly agt. for Great Western Grain Co., Brinsmade.

Leverich (Rugby p. o.), N. D.—The Grant Elvtr. Co. has completed a 30,000-bu. elvtr. at this station which is 6 miles from Rugby.—L. A. Larson, mgr. Farmers Elvtr. Co., Tunbridge.

Sidney, N. D.—Geo. M. Miller has succeeded me as agt. for the Winter-Truesdell-Ames Co. at this point and I have been transferred to Kildeer (Manning p. o.).—W. L. Dean.

Kildeer (Manning p. o.), N. D.—The Winter-Truesdell-Ames Co.'s new 30,000-bu. cribbed elvtr. on the N. P. R. R., will soon be ready to receive grain. Honstain Bros. are doing the work.

Reynolds, N. D.—The elvtr. of the Duluth Elvtr. Co., containing 18,000 bus. of wheat, burned at 11:30 p. m., Nov. 23; loss \$40,000; partially covered by insurance. The elvtr. will be rebuilt in the spring.

Kathryn, N. D.—The elvtr. of the Farmers Elvtr. Co. was threatened with destruction by fire recently when a blaze was discovered in the office. It was extinguished, however, before it gained any headway.

Halliday, N. D.—The Occident Elvtr. Co. has a new 40,000-bu. cribbed elvtr. on the N. P. R. R. It is equipped with an Owens Cleaner, manlift and dump, one leg, 100-bu. hopper scale on first floor, 10-h.p. gasoline engine. T. E. Ibberson did the work.

Kildeer (Manning p. o.), N. D.—We are building a 35,000-bu. elvtr. containing 12 bins and equipped with 8-h.p. oil engine, sleigh dump, hopper, scale manlift and elvtr., leg with 6x12 cups. Honstain Bros. Co. has the contract.—W. L. Dean, agt. Winter-Truesdell-Ames Co.

Dunn Center, N. D.—The Occident Elvtr. Co. has a new 40,000-bu. cribbed elvtr., wood roof and siding on the N. P. R. R. equipped with 1 dump, 1 leg with 10x5½-in. cups, 10-h.p. gas engine, an Owens Cleaner, manlift and a 100-bu. hopper scale on first floor. T. E. Ibberson did the work. H. B. Hanson is agt.

Hesper, N. D.—The Great Western Grain Co., of Minneapolis, has completed a 30,000-bu. cribbed elvtr. on the N. P. R. R. to replace the house burned Oct. 3. Much of the material used in the new house was bot from Brinsmade where the company wrecked its elvtr. The new elvtr. is equipped with a dump scale, 1 stand of elvtrs. and gasoline power. It has a concrete foundation, wood siding and roof. The engine house is detached and is iron clad and iron lined. C. E. Bird had the contract.

Kildeer (Manning p. o.), N. D.—The Occident Elvtr. Co. has let the contract to T. E. Ibberson for a 40,000-bu. cribbed elvtr. on the N. P. R. R. It will be equipped with an Owens Cleaner, manlift, one dump, one leg, 10-h.p. gas engine and a 100-bu. hopper scale on first floor. It will have a cement foundation and basement.

Karlsruhe, N. D.—Our elvtr. has been closed and the affairs of the company at this point have been placed in the hands of Edmond A. Nau, cashier of the Security State Bank of this place. The Kanning Grain Co. will continue to operate here. We cannot say just when we will reopen this house, but our other house at Beach, N. D., is being operated regularly. The suspension of the Karlsruhe house is only temporary.—The Lee Grain Co.

Sheldon, N. D.—The fly wheel on the gasoline engine in the engine house of the Great Western Grain Co. burst with little warning, Dec. 1, tearing a side out of the house. Agt. Harold McCully heard a pounding noise in the engine room and had just reached a large scantling directly over the clutch on the engine when the wheel burst. The scantling was broken in two, but Mr. McCully was unhurt. He is being congratulated on his narrow escape.

Fairmount, N. D.—We have recently leased the following elvtr. sites on the extension of our road which was completed and put into service, Dec. 1: Hilltop, Hokanson Grain Co.; Lake City, Crown Elvtr. Co., Osborne-McMillan Elvtr. Co., Hokanson Grain Co.; Eden, Miller Elvtr. Co., Osborne-McMillan Elvtr. Co., Eden Grain Co.; Roslyn, Hokanson Grain Co., Osborne-McMillan Elvtr. Co., Miller Elvtr. Co.; Grenville, Victor Elvtr. Co., Block Bros. and Miller Elvtr. Co.—A. W. Shephard, supt.-treas., Fairmount & Veblen Ry. Co.

OHIO

Houston, O.—The Farmers Elvtr. Co. has installed a new Clipper Cleaner.

Ironton, O.—The Goldcamp Mlg. Co. has built an elvtr. addition to its mill.

Savannah, O.—The elvtr. of the Brown-Miller Co. has been completed and is now in operation.

Westerville, O.—I operate a small 50-bbl. mill at this station and handle all the grain marketed here.—F. Burrer.

Port William, O.—D. W. Linkhart & Son have let contract for a new elvtr. to replace the house burned Nov. 16.

Stony Ridge, O.—We are expecting to install a new elvtr. leg and fix another dump for small grain.—Elliott & Beasley.

Waverly, O.—The Pee Pee Mlg. Co. has rebuilt the wing of its plant burned July 25 and now has the entire plant in operation.

Deshler, O.—Business is moving along nicely, but this soft weather is going to do considerable financial damage to the corn shippers.—Robinson Grain Co.

Lucas, O.—I completed my new 12,000-bu. elvtr. Dec. 1. It is of frame construction, covered with iron. It replaces the house burned July 27.—T. A. Parry.

Louisville, O.—We have bot the interests of the Louisville Mlg. & Elvtr. Co. and are now in charge. We are operating it under the old name.—Thos. Weir, of Thos. Weir & Son.

Toledo, O.—A sprinkler head in the plant of the Toledo Grain & Seed Co., recently sprung a leak and damage amounting to \$100 resulted. The plant was closed for 2 days for repairs.

Greenville, O.—I have moved to El Roy (R. F. D. No. 1, Ansonia), but I still have my interest in the elvtr. here and will operate it for the present.—J. W. Miller, Miller Grain & Coal Co.

Milton Center, O.—The Farmers Grain Co. has been organized here and will begin to buy grain Jan. 1. E. H. Spoore is mgr. The company has bot the old grist mill and is doing a lot of repairing on it.

South Solon, O.—L. C. Titus has installed a No. 4 Side Hopper Boss Car Loader.

Tiffin, O.—The report that a farmers elvtr. was nearly completed at this station is wrong. No elvtr. is being built at this point and I do not know of any farmers company being organized here.—J. L.

Cleveland, O.—On Dec. 3 about 20 members of the Chamber of Commerce held a meeting and perfected plans for the organization of a Hay & Grain Exchange. A com'te was appointed to draw up the by-laws and constitution. The move has the approval of the directors of the chamber.

Cleveland, O.—Robt. E. Brannan, formerly pres. of the Standard Grain & Stock Co., with an office in the Electric Bldg., pleaded guilty, Dec. 2, to the charge of using the mails to defraud and was fined \$2,000. He was given a year to pay the amount in quarterly payments, and is under a suspended sentence of 18 months in the federal prison at Moundsville, W. Va. Brannan was arrested last April by federal authorities, who alleged that he was conducting a "bucket shop" by mail.

Portsmouth, O.—The annual banquet of the Portsmouth Board of Trade was held Nov. 26, at the "Club," and over 100 members were present. Supt. W. C. Culkins, of the Cincinnati Chamber of Commerce, was one of the speakers of the evening and his speech on "Trade Expansion" was received with great enthusiasm. His fund of witty stories told in answer to toasts seemed inexhaustible and kept his hearers in roars of laughter. H. S. Grimes, first vice-pres. and former pres. of the organization, was unable to attend the banquet, and those present sent him a large bouquet of chrysanthemums, as testimonial of his work and interest in the welfare of the ass'n.

Cleveland, O.—D. D. Morris, said to be mgr. of D. D. Morris & Co., is alleged to be operating a "bucket shop" and the books and papers of the company have been confiscated by Ass't County Prosecutor Doerfler. It is charged that the company has been operating in grain since opening of the war caused the closing of the New York Stock Exchange. The office claimed to have a direct wire to Chicago. Instead, the wires ran to another Ohio office. County Prosecutor Locher is carrying on an active campaign against such companies and says: "Hereafter, any bucket shop operated in Cleveland will be raided without notice. No leniency will be shown operators. Cleveland has no need for bucket shops."

Trebenis, O.—The elvtr. and mill of Speer & Downen, containing 10,000 bus. of grain and 500 bbls. of flour, burned at 12 p. m., Nov. 26. The loss on the buildings is placed at \$25,000 and on the contents at \$10,000. The insurance amounts to \$26,000. The plant consisted of a 48x50 ft. 4-story mill and a 30x90 ft. elvtr. and warehouse. Both were of frame construction and it is believed that the fire was due to a spark from a passing engine, as the blaze was discovered on the roof shortly after a train had passed. The plant was not in operation, as it was Thanksgiving Day. Henry Speer, of Oneida, N. Y., and F. N. Downen, of Carmi, Ill., bot the plant of Dewey Bros. last July. Mr. Speer now lives in Xenia and Mr. Downen is mgr. here. Only 27 bbls. of flour and the books were saved. The new owners had recently remodeled the plant and installed new machinery.

CINCINNATI LETTER.

The annual election of officers for the Chamber of Commerce will be held Jan. 15.

Harry T. Evans has been admitted to membership in the Chamber of Commerce on transfer from C. S. Emrick. Paul P. Rover has been admitted on transfer from Aug. Rover, dec'd.

The changes in the by-laws of the Chamber of Commerce, recommended by the by-laws com'te, have been approved. One of the amendments changes the date for the appointment of candidates for nominating com'tes to the 2d Tuesday of December.

J. W. Van Luenen, who has long been identified with the grain trade at this market, recently bade good-bye to his many friends on 'change. Mr. Van Luenen will make his home in California.

W. B. Wasson, who has been seriously ill, is well on the road to recovery. On Thanksgiving Day, Nov. 26, Mr. and Mrs. Wasson celebrated their 63d wedding anniversary. Mr. Wasson is 86 years old.

We had a small fire in one of our retail branches at Covington, Ky., Nov. 23, but it did not amount to much. The principal damage was to stock by water, amounting to about \$3,000, fully covered by insurance. We have not as yet let contract for our new feed mill and warehouse to replace plant burned Apr. 10, but we will rebuild.—L. B. Daniel, Early & Daniel Co.

OKLAHOMA

Tonkawa, Okla.—J. A. Esch has built a new office.

Poteau, Okla.—We are in need of a good small flour mill and elvtr. for coming year.—R. D. Turman.

Supply, Okla.—F. L. Wigle has accepted a position with the C. B. Cozart Grain Co., on the Santa Fe branch.—E. C. Robertson.

Hunter, Okla.—The Hunter Exchange, a farmers organization, is seriously considering the advisability of building an elvtr. here.

Ralston, Okla.—I am installing a sand pump on the Arkansas River in connection with my elvtr.—A. D. Krow, C. C. Krow & Sons.

Oklahoma City, Okla.—Carl Steele has succeeded J. N. Teague, who died Nov. 12, as head miller for the Oklahoma City Mill & Elvtr. Co.

Kaw City, Okla.—A. C. Diamond has succeeded J. H. Woodward as mgr. for the E. L. Donahue Grain Co., Mr. Woodward having resigned.

Weatherford, Okla.—My brother and I have formed a partnership and will operate as the Wheeler Bros. Grain Co., with headquarters at this point.—J. W. Wheeler, formerly at Thomas.

Laverne, Okla.—Roy Sappington has bot the interest of M. Larmer in the Sappington-Larmer Grain Co. and is now sole owner. He will operate as the Sappington Grain Co. J. W. Duvall will continue as mgr.

Supply, Okla.—We have bot the elvtr. recently purchased by W. S. Odell from the Farmers Supply Co.—Cress & Robinson Grain Co., Gage.—Ezra Gass, formerly mgr. for the farmers' company, will remain as mgr.

Enid, Okla.—The Farmers Mill & Elvtr. Co. was awarded \$84.51, which it had paid to H. O'Haver, who is under arrest for stealing grain, that being the amount the grain company had paid him for grain he had sold at the elvtr.

Foraker, Okla.—I have bot both of the elvtrs. of H. L. Chowning and am operating them. One of the houses is at this station and the other at Grainola, or Salt Creek, which is the R. R. sta. I am overhauling the plant there and will be ready to put it into operation in a day or two.—D. J. Edwards, D. J. Edwards Grain Co.

Enid, Okla.—We have opened a wholesale grain office in this city. Garland White, who owns and operates an elvtr. at Rosston, is pres. and I am mgr. of the company, which will operate as the White Grain Co. I have also been appointed trustee to wind up the Wichita, Kan., branch of the Ft. Worth Elvtrs. Co.—Ben U. Fequay.

OREGON

Portland, Ore.—The Pacific Coast Elvtr. Co. has moved its offices to the Wilcox Bldg. where it has larger quarters.

Carlton, Ore.—The elvtr. and two warehouses of the Johnson Elvtr. & Warehouse Co., containing 60,000 bus. of grain, burned at 12 p. m., Nov. 19; loss \$40,000; some

insurance. The elvtr. was 60x120 ft. and 70 ft. high. Most of the grain in the building was held in storage for farmers and was only partially insured. The fire is believed to have been of incendiary origin.

Portland, Ore.—The grain dept. of the Merchants Exchange, which was reorganized Aug. 18, has been an unqualified success, according to the exchange. During the first quarter, 600,000 bus. of wheat, 2,000 tons of barley, 3,000 tons of oats, and 2,500 tons of millfeed have been sold "on change." The attendance has been good, representatives of all of the grain firms at this market being on the floor daily. Officers of the ass'n. are David A. Pattullo, mgr. of the Crown Flour Mills, pres., and A. Cohn, pres. and genl. mgr. of the Northern Grain & Warehouse Co., sec'y.

PENNSYLVANIA

Reading, Pa.—Jared W. Evans, a retired grain and feed dealer, died Nov. 27, at the age of 58. He had been ill for some time.

Loysville, Pa.—Clarence Martin, engaged in the grain and coal business at this point, died recently of typhoid fever at the age of 32.

Scranton, Pa.—Alonzo Tappen, pres. of the Scranton Flour & Grain Co., died Nov. 26, at the age of 53. Mr. Tappen was ill only a week and his death was a shock to his wide circle of acquaintances in the grain and milling trade.

PHILADELPHIA LETTER.

The offices of the pres., sec'y. and various depts. of the Commercial Exchange have been overhauled and fitted up in a most comfortable and handsome way.

The American Mfg. Co. of Peoria, Ill., has applied for membership in the Commercial Exchange. J. J. Coakley is mgr. of the company's local office in the Bourse Bldg.

The Pennsylvania Grains & Feed Co. has been organized by David X. Stewart, Wm. Wallace and E. M. Wallace. The company will be incorporated to deal in grain and feed and to manufacture feed.

Treas. Jos. W. Beatty of the Commercial Exchange, who has been seriously ill for some time, is able to be out again and has visited the exchange a number of times. He expects to be at his desk again in a few days.

Chas. H. Bell, vice-pres. of the Commercial Exchange, has fully recovered from his recent severe illness, and is again at his desk. Pres. L. G. Graff, W. F. Hagar, P. F. Young, and Wm. P. Brazer were members of the com'te appointed by the exchange to welcome him back on the exchange.

SOUTH DAKOTA

Osceola, S. D.—Farmers are organizing an elvtr. company here.

Winship (Frederick p. o.), S. D.—We have sold our elvtr. here to H. L. Cooper, of Edgeley.—Dakota Grain Co.

Hillview, S. D.—We have closed our elvtrs. at this station and at Millard.—Crown Elvtr. Co., Minneapolis.

Webster, S. D.—Eakins & White have succeeded the Dakota Grain Co. at this station and now own and operate the 25,000-bu. elvtr. of the Dakota company.

Lake City (R. D. Hartford), S. D.—Our recently completed elvtr. at this point is in charge of R. B. Walker.—Crown Elvtr. Co.

Frederick, S. D.—John Callahan now owns and operates the 25,000-bu. elvtr. of the Dakota Grain Co. and has succeeded that company.

Freeman, S. D.—Dewald & Pollman have succeeded the Haar & Jundt Elvtr. Co. and J. J. Wipf has succeeded M. Wollmann.—A. A. Wollmann.

Willow Lakes, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the Jones Bros. Elvtr. Co. and now operates 2 houses.—D. E. Stoddard, Minneapolis.

Chancellor, S. D.—The \$5,000 elvtr. of Geo. Raker has been completed. It replaces the house burned May 31.

New Effington (Effington p. o.), S. D.—Axel Servin is now local mgr. for our company and has charge of our new elvtr. at this station.—Crown Elvtr. Co., Minneapolis.

Freeman, S. D.—We intend to move our offices to Sioux Falls, but have not decided when we will make the change. It will be some time next year.—Farmers Land, Loan & Grain Co.

Lake City (Hartford p. o.), S. D.—M. J. Roelike, formerly mgr. for the Farmers Elvtr. Co. at Hartland, Minn., is now agt. for the Osborne-McMillan Elvtr. Co. at this station.—C. C. Hatchard, successor to Roelike at Hartland.

The South Dakota act requiring a foreign corporation to appoint an agt. to accept service of a suit in that state before suing for goods sold in interstate commerce was recently annulled by the supreme court as an unconstitutional burden on interstate commerce.

Roslyn, S. D.—A 25,000-bu. cribbed elvtr. is being erected on the F. & V. R. R. for the John Hokanson Grain Co. It will be equipped with a man lift, 60-bu. hopper scale on first floor, dump scale, one leg and an 8 h. p. gasoline engine. T. E. Ibberson is doing the work.

Grenville, S. D.—The Victoria Elvtr. Co., of Minneapolis, is building a 35,000-bu. cribbed elvtr. on the F. & V. R. R. It will be equipped with a 100-bu. hopper scale on the first floor, a dump scale, one leg, man lift, and an 8 h. p. kerosene engine. C. E. Bird is doing the work.

Lake City (R. D. Hartford), S. D.—A new 25,000-bu. cribbed elvtr. is being erected here on the F. & V. R. R. for the John Hokanson Grain Co. It will be equipped with man lift, dump scale, one leg, 60-bu. hopper scale on the first floor and an 8 h. p. gasoline engine. T. E. Ibberson has the contract.

Hill Top (Veblen p. o.), S. D.—The John Hokanson Grain Co. has a new 25,000-bu. cribbed elvtr. on the F. & V. R. R., wood siding and shingles. Its equipment includes man lift, one dump scale, one leg, 60-bu. hopper scale on the ground floor, and a 10 h. p. gasoline engine. The work was done by T. E. Ibberson.

Eden (Luffman p. o.), S. D.—The Miller Elvtr. Co., of Minneapolis, Minn., is building a 20,000-bu. cribbed elvtr. on the new Fairmont & Veblen R. R. It is also building elvtrs. of the same size at Roslyn and Grenville. The work is being done by C. E. Bird & Co. Each elvtr. will contain one dump scale, one leg, one hopper scale and a 6 h. p. gasoline engine. The Eden house is receiving grain and the other elvtrs. will soon be ready to receive it. The Miller Elvtr. Co. is composed of W. R. and F. Miller.

Aberdeen, S. D.—The 8th annual convention of the Farmers Co-operative Ass'n of South Dakota will be held in this city Dec. 15 to 17. Among the addresses delivered will be "Powers of the Railway & Warehouse Com'n and Its Usefulness to the Citizen," P. W. Dougherty, counsel for the com's'n; "What Railways Are Trying to Do; What the National Council Is Trying to Do," H. W. Danforth, pres. Ill. Ass'n; "Transportation," John E. Kelly, and an address by Pres. Perisho, of the Brookings Agricultural College.

SOUTHEAST

Tampa, Fla.—C. M. Knott has sold his interest in E. E. Freeman & Co.

Hattiesburg, Miss.—T. S. Jackson, D. E. McInnis, E. L. Robins and A. Polk, prominent business men, are interested in the plan to build an elvtr. and drier in this city.

Darlington, S. C.—The Darlington Wheat & Corn Mills Co. incorporated; capital stock, \$5,000; J. R. Driggs, W. L. Ward and C. M. Ward, incorporators. The company will build an elvtr. and roller mill here.

TENNESSEE

Memphis, Tenn.—G. S. Scruggs, formerly a member of the Scruggs-Robinson Co., is reported to have engaged in the grain business on his own account at this market, Dec. 1.

Aulon (Memphis p. o.), Tenn.—Claude Sessum has left the employ of the Century Grain & Feed Co. It is understood that he will engage in the grain and feed business on his own account at a later date.

Memphis, Tenn.—A fire was discovered on the distributing floor of our elvtr. at 8 p. m., Nov. 29, by a crew on a switch engine in the yards. Our plant is thoroughly equipped with an automatic sprinkler system, which worked to perfection and put the fire out before the fire dept. arrived. Very little damage was done; the loss on stock will be less than \$200, and the total loss on machinery and stock will be less than \$1,000. We are extremely glad that we were equipped with a sprinkler system for we feel sure that we would have lost our plant without it. The fire originated in our mixed chicken feed dept. and no other machinery was effected. Therefore, we have been able to go ahead with our business as if there had been no fire except of course in the damaged dept. But as that was repaired by the 1st, we were not handicapped to any extent.—John Wade & Son.

TEXAS

Victoria, Tex.—A grain elvtr. will be built at this station by a local company.

Lufkin, Tex.—We have moved our offices to the Commonwealth Bldg., Dallas.—Murphy Grain Co.

Fort Worth, Tex.—The trading room of the Grain & Cotton Exchange is being improved by a new quotation board which has 268 sq. ft. of surface.

Beaumont, Tex.—W. R. Bain bot the property of the McFaddin-Weiss-Kyle Rice Mfg. Co., which failed recently, at public auction, paying \$121,000.

Fort Worth, Tex.—Mason Gregg has resigned his position with the Wallingford Bros. of Wichita, Kan., in this city, on account of poor health. He has returned to Kansas City, Mo.

San Antonio, Tex.—The old plant of the Pioneer Flour Mills has been condemned as a fire risk and will be wrecked. It was built 50 years ago and has seen much active service. A concrete and steel plant will be erected in its place.

Beaumont, Tex.—Beaumont Rice Mills, incorporated; capital stock \$300,000; incorporators, J. E. Broussard, J. M. Herbert and others. The company has bot the plant of the Beaumont Rice Mills, which includes a large concrete elvtr., mill and warehouses.

GALVESTON LETTER.

The "Sunset" Elvtr., which burned Nov. 17, will be rebuilt at once. No details of the new house have been given out.

The Gulf, Colorado & St. Fe Ry. Co. is reported to be preparing plans for a 1,000,000-bu. concrete elvtr. to be erected early in the new year.

Elvtrs. "A" and "B" of the Galveston Wharf Co. began working night and day, Nov. 25, 3 gangs of men working 8-hour shifts each. The officials hope in this way to keep grain moving and overcome the handicap of the "Sunset" fire.

It is now believed that the salvage grain from the "Sunset" Elvtr. will amount to approximately 200,000 bus., the balance of the damaged grain will be sold as fertilizer, the total salvage probably reaching close to \$100,000. The Brooks Elvtr. Co. will handle the salvage and is now making arrangements to ship the 200,000 bus. to Chicago, where it will be dried and conditioned.

The 50,000-bu. elvtr. of the Wisrodt Grain Co. was struck by lightning at 8 p. m., Dec. 1, and burned, the loss amounting to \$50,000, covered by insurance. The elvtr., of frame construction covered with sheet

metal, was owned by Hutchings & Sealy and operated under lease by the Wisrodt company. It was known as the Hannah-Leonard Elvtr. At the time of the fire it contained 35,000 bus. of oats, which were to be shipped on an army contract in a few days, 4,000 bus. of milo maize, 4,000 bus. of corn, and 1,000 bus. of wheat. The office safe and many valuable papers were saved. Mr. Wisrodt says: We quit work at 4:30 p. m. and left the office at 6 p. m. The only reason I can assign for the fire is lightning. Within a few minutes after a big thunder clap, fire was seen bursting from the top of the elvtr. The structure was hit by lightning some 3 years ago. I don't know yet whether I'll rebuild on the same site or not. The damage is covered by insurance. It's too early to think of future plans.

VIRGINIA.

Lynchburg, Va.—We will take over the corn mill and elvtr. of J. I. Pritchett & Co. which recently dissolved, Jan. 1.—Piedmont Mills.

Coeburn, Va.—The mill and elvtr. of the Coeburn Mfg. Co. burned Nov. 18, loss on buildings alone, \$75,000. The elvtr. was nearly full of grain but no estimate has been made of the loss on it. The plant was partially insured.

WASHINGTON

Rosalie, Wash.—H. M. Robert, mgr. for the Northern Grain & Supply Co. accidentally shot himself recently while handling an automatic revolver.

Tacoma, Wash.—The hay and grain capacity of W. H. Kenworthy & Son has been enlarged by the addition of a 114x64x17 ft. brick warehouse. The old warehouse is 125x110 ft. and 2½ stories high.

WEST VIRGINIA.

Buckhannon, W. Va.—I. A. Stalnaker is building an elvtr. and feed mill.

Charleston, W. Va.—The new mill and 100,000-bu. concrete elvtr. of the Charleston Mfg. & Produce Co. is now in operation.

WISCONSIN

Sparta, Wis.—The Cereal Mills Co. is planning a new elvtr. on the C. & N. W. at this point.

Burlington, Wis.—Benj. J. Bushman, who formerly operated an elvtr. here, died Dec. 2, at the age of 70.

Rockland, Wis.—The Cereal Mills Co., successor to the H. E. McEachron Co. of Wausau, has closed its branch office here.

Plymouth, Wis.—E. C. Collins, who operated the Collins Elvtr. for many years, died Nov. 29. He was well known to the grain trade in this vicinity.

Cashton, Wis.—P. E. Mitby and C. M. Culver are now props. of the Cashton Mfg. Co., Mr. Culver having succeeded John Cremer, formerly of the company.

Forest Junct., Wis.—Wieckman & Hoffman have succeeded Wm. Rahr's Sons Co. at this station. L. A. Hoffman is buyer.—S. E. Jansch, buyer Wisconsin Malt & Grain Co.

Darien, Wis.—The elvtr. of De Long Bros. was threatened with destruction by fire when cinders from the smokestack of the elvtr. fell on the roof and set fire to it. The blaze was discovered at once and the building saved by hard work.

Spencer, Wis.—Albert Griepentrog was instantly killed when he was knocked from the seat of a wagon in the driveway of the Luepke Elvtr., recently, by 2 bags of rye which fell from the load. He was thrown under the wheels and his neck broken.

Manitowoc, Wis.—When the drier on the roof of Elvtr. "A," operated by the Western Elvtr. Co., caught fire recently, ladders were pulled to the top of the elvtr. by ropes and the blaze fought from this vantage point. The loss amounted to \$2,000, most of it being on grain in the drier, but the elvtr. which at first seemed doomed was saved.

Superior, Wis.—A recent report from this city estimated that \$24,000 worth of grain is wasted, i. e. left in cars, spilled, etc., in the yards, in a month at this market and that this is a golden lure to grain sweepers and car thieves. The report says: Every railroad entering Superior maintains a local force of special agents or watchmen and a large part of their time is spent in chasing "wheat sweepers." There are possibly a dozen of such special agents and their deputies in Superior and from Sept. 18 to Nov. 5 they brought 96 in as prisoners on this charge. The fine in such cases is usually made \$3 and costs by Judge Parker, but few actually pay unless they refuse to make a solemn agreement to refrain in future from entering the railroad yards. Last year a much smaller number of sweepers were in court in the rush months of the grain shipping season, the total running from Sept. 10 to Dec. 10 considerably less than half the number already brought in this season. The activity against them, it is explained by the agents, is not so much the fact that they take away this waste grain as it is that many who come to "sweep" remain to "tap" full cars or to burglarize merchandise shipments, and not a few endanger their lives and limbs.

MILWAUKEE LETTER.

A car of No. 1 yellow corn was inspected at this market, Nov. 25.

The rate of interest on advances for December has been fixed at 7% by the directors of the Chamber of Commerce.

J. D. Dundas, formerly employed by the Listman Mills Co. at La Crosse, is now ass't sales-mgr. for Bernard Stern & Sons.

The C. M. & St. P. Ry. Co. will build a \$100,000 warehouse for the handling of shipments that are shifted from lake to rail.

Dan'l Halderman, father of A. E. Halderman, supt. of the Western Weighing & Inspection Dept., died recently at his home in Burr Oak, Ind.

Philip V. Orth and Conrad C. Kamm have been admitted to membership in the Chamber of Commerce and the memberships of the estates of T. Sullivan and B. Coughlin have been posted for transfer.

A man and a 15-year-old boy recently confessed to a series of thefts from the Chas. A. Krause Mfg. Co. It is said that \$2,000 worth of grain has been taken from time to time and that a number of watchmen are implicated.

Ernest Borchert, pres. of the Borchert Malting Co., and a member of the Chamber of Commerce since 1872, died Nov. 29, at the age of 70. Mr. Borchert had been connected with the brewing and malting industries in Milwaukee since 1868.

Wm. B. H. Kerr, a member of the Chamber since 1888, died at his home in Hartland, Dec. 1, at the age of 66. Mr. Kerr's connection with the grain business included the operation of an elvtr. at Hartland some years ago and of recent years his attention had been given to merchandising of feeding stuffs.—H. A. Plumb, sec'y Chamber of Commerce.

The Lyman Grain Co. and Joseph Grain Co. have merged under the name of the Lyman-Joseph Grain Co. The new company has leased the 250,000-bu. elvtr. formerly belonging to the American Malting Co., but which has been in disuse about 7 years. The elvtr. is being fitted up with all necessary equipment for the rapid handling of grain. It is expected to have it running at full capacity in a short time. All kinds of grain will be handled, but the leading feature will be rye for the milling and distilling trade.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING

Basin, Wyo.—The new plant of the Kornfalfa Mfg. Co. of Kansas City, Mo., operated by the Basin Alfalfa Co., was put into operation Nov. 23. The company has also built a mill at Otto, a station near here. Robt. R. Denny is mgr. of both plants.

Meeting Directors Illinois Grain Dealers Ass'n.

The directors of the Illinois Grain Dealers Ass'n held a meeting Dec. 4 at Chicago, among those present being Pres. Victor Dewein, Warrensburg; Sec'y S. W. Strong, Urbana; E. M. Wayne, Delavan; H. A. Hillmer, Freeport; U. J. Sinclair, Ashland; E. C. Shultz, Beardstown; C. H. Wade, Paris; Wm. Wheeler, Melvin; and H. S. Antrim of Cairo, Ill.

S. W. Strong reported the proceedings at the conference of the Advisory Com'te of the Grain Dealers National Ass'n with the railroad officials at Chicago Nov. 14, where Mr. Strong was the only one of the secretaries to oppose the shipper's weight certificate. Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n has been pushing the weight certificate; but Mr. Strong holds that the shipper should not have all the work of furnishing such a certificate without receiving some consideration in return.

The proposed certificate states that the shipper has inspected the car and found same to be in safe condition for grain loading. This was objected to, as properly the duty of the railroad company.

A certificate having some binding force on the carrier and signed also by the agent was favored; and Pres. Dewein presented two forms of Bs/L he has begun using since he attended the conference with the railroad officials Nov. 14, one for hopper and the other for wagon scales, Mr. Dewein having the two kinds of scales at different stations.

Mr. Dewein's certified weight is type-written in the blank lines of the railroad company's B/L, as follows:

1 Car Bulk Yellow Corn. Weight \$8,000.

(Inspection Allowed.)

Said grain weighed into car in the following manner. Hopper scales officially tested Nov. 2 14:

Drafts.

16000

15000

17000

14000

12000

14000

\$8000

By Ed. Hensley, sworn weigher for

Victor Dewein.

ILL. CENT. R. R. CO.

J. D. Wharton, agent.

The certificate of the house using the automatic scale reads:

1 Car Bulk New Yellow Corn. Weight 59808

(Inspection allowed.)

Said grain weighed into car in the following manner:

Richardson Automatic Scales officially tested Nov. 2 14.

Counter record.

\$263

\$785

178 dumps of 336 lbs. each, or 59808 lbs.

By W. W. Wilson, sworn weigher for

Heman Elevator Co.

ILLINOIS CENTRAL RAILROAD CO.

This B/L presented.....

and inspection allowed.

J. D. Wharton, agent.

The B/L bearing the weight statement is signed by the railroad company's agent. A carbon copy of the statement also is tacked on the outside of the inner grain door with a request to the parties unloading that they investigate and check up the weights in case of a discrepancy.

Mr. Strong read a communication from the sec'y of the Grain Dealers National Ass'n submitting a tentative draft for an amendment to the national rules, adding the power to censure, suspend or expel members found guilty of dishonorable conduct, unmercantile practices or bad faith. As this would apply to affil-

iated members as well as direct members it was thought to be of interest to the Illinois Ass'n.

Mr. Wayne referred to the fact that the receiving interest is largely represented in the directorate of the G. D. N. A. The consensus of opinion was that the National Ass'n should not have the power to discipline members of the state ass'n without joint action by the state ass'n. The state ass'n now has greater power than the National and can discipline members for causes not arbitrable. To consider a substitute for the amendment to the National rules a com'te was appointed consisting of Wayne, Hillmer, Wade, Pres. Dewein and Sec'y Strong.

Mr. Strong sketched the history of the proposed uniform tariff rule on switching charges thruout the state and read the proposed rule submitted by the Illinois Public Utilities Commission with a view to action by the grain men in time to have the new rule incorporated in the new tariffs soon to be issued. Discussion developed no uniformity in charges for switching at different points in the state. Free service is given at some points; at others a moderate charge of \$2 per car is made and at some the carriers absolutely refuse to switch a car to a connecting line, altho the physical connection is there in the form of a Y. Mr. Strong quoted a decision by the Interstate Commerce Commission that the public is entitled to the use of switching facilities. To comply with the wishes of the Illinois Public Utilities Commission Mr. Strong and Mr. Wayne were appointed a com'te of two to attend the hearing before the Commission at Chicago Dec. 8.

Free storage of grain for farmers was attacked by most of those present agreeing with the Farmers Grain Dealers Ass'n that this is a pernicious practice. Since the ruling of the Commission that where no compensation is exacted the elevators storing grain are not under its jurisdiction free storage is spreading and it is feared in a few years will become general. It was felt that a charge should be made for storage and that it should be uniform, as it is at the Chicago public warehouses.

It was voted that the legislative com'te of the Ass'n be instructed to draft an amendment to the Public Utilities Act of Illinois to put all storage, whether free or not, under the jurisdiction of the Utilities Commission.

Mr. Strong made the pleasing announcement that the Chicago & Northwestern Ry. is refunding to shippers the $\frac{1}{4}$ and $\frac{1}{8}$ of one per cent taken for years past from claims for loss of grain in transit for so-called natural shrinkage. Having obtained this concession from the Northwestern Mr. Strong wrote to the Alton, Wabash, Illinois Central and other lines to get their consent, but they alleged it was in the tariff and could not be refunded without laying them open to prosecution.

U. J. Sinclair: I took this up with the Interstate Commerce Commission and was informed that the Commission had no jurisdiction over shortages. Consequently the allegation by the railroad companies that the charge is legal because incorporated in the tariffs is without foundation.

Mr. Strong had an opinion from Wm. Bach, attorney of the Ass'n, assented to by Mr. Wayne, that these claims are good for collection for ten years, provided they were presented to the railroad company within the 4 months or

other time limit prescribed in the B/L. That is, a claim once filed, will not become outlawed for 10 years.

Mr. Strong reported that the claim department of the Ass'n for the 6 months ending with November had received \$916.79 in fees, a gain of \$198 over the corresponding months of last year. Fourteen new members had been added to the number of those collecting their claims thru the Ass'n's claim buro, making a total of 107 members now filing their claims thru the Buro.

H. A. Hillmer, Freeport: We had a claim against the C., M. & St. P. for \$98 for delay in furnishing cars and decline in market value, which was placed in the courts by us in the hope of getting a decision. The railroad company refused to pay the claim, but just before the case came to trial the carrier paid us the full amount, \$98, so that we failed to get a ruling by the court.

S. W. Strong: We have never had a case get past the Circuit Court.

Permitting trading in 1,000 bu. lots of corn for future delivery, the same as in wheat, was suggested in a letter from Geo. A. Wells, to allow hedging by dealers who handled small quantities in territory where little corn was handled. The opinion prevailed that this matter should be left to the Chicago Board of Trade to decide.

P. M. Faucett, of Champaign, Ill., asked the directors to hold the next annual convention of the Ass'n at that city, reciting its accessibility by rail, its hotels, the State University, facilities for entertainment and convention hall.

Railroad leases of rights of way for elevator sites were considered. Mr. Dewein read clauses in a lease placing on the owner of the elevator all liability for loss by fire, however caused, and for the ensuing damage both on and off the right of way.

Miss Margaret Rundle urged organization in crop improvement work and promised the co-operation of the Crop Improvement Com'te in providing data for addresses and names of other workers in each locality to grain dealers who wished to conduct local meetings to interest the growers in better methods.

Miss Rundle exhibited a chart, recently invented by Bert Ball, giving data on barley, to be used by the speakers on the platform. The Com'te also is prepared to furnish complete references on barley culture to those contemplating giving a talk. Similar charts and programs for corn, wheat and oats are in preparation. Miss Rundle distributed maps showing how the state of Illinois had been divided into crop improvement districts corresponding to the territory of the local ass'ns of the Illinois Grain Dealers Ass'n.

Pres. Dewein, who is an active worker in crop improvement in his own county, declared that individual members of the Ass'n should promote the work. He had found it brot about a better feeling between the grain dealer and the producer.

The directors voted to hold the coming annual meeting of the Ass'n at Champaign; and under the amended by-laws, the date is the second Tuesday in May or May 11, 1915.

THE GRAIN DEALERS JOURNAL is one of the best publications in the interest of the grain man.—Robinson Grain Co., Deshler, O.

Feedstuffs

THE WORDS Green Pasture have been registered by Somers & Co., San Francisco, Cal., as a description of their particular stock foods.

CHESAPEAKE SHELL Co., Canton, Md., lost its extensive feed grinding plant on Dec. 3 thru fire. The loss is reported as \$125,000.

PEASE & DWYER, Memphis, Tenn., have awarded the contract for the erection of a feed grinding plant to be located adjacent to their elevator.

BUFFALO feed men announce that jute, cotton and burlap sacks have all shown a decline in price, but despite this fact trade is quiet at present.

THE KEYSTONE FEED & SUPPLY Co., New Castle, Pa., was recently declared insolvent. Its property has been sold for the benefit of its creditors.

EDWARDS & LOOMIS Co., Chicago, has registered the name Greeno for its brand of animal feed. The name is set in a circle above the illustration of two cattle heads.

THE DARRAGH Co., Little Rock, Ark., has registered the trade mark "Darco" as descriptive of its particular brand of corn chops, cornmeal, bran, shorts, middlings, and other feeds.

REGULATION of the sale of feedstuffs was discussed at the last meeting of the Southwestern Missouri Millers' Club. The club met at Springfield, Mo., Dec. 4. A bill on the subject of regulation is being prepared by Com'snr F. H. Fricke of the Missouri Food Dep't.

EDWARDS & LOOMIS Co., Chicago, has registered the trade mark "Morning Glory" as a description of its poultry feed. The words are set inside a double circle, the inner one containing the illustration of a fighting cock. The company has also registered the name Pound Squab the words arranged as in the first instance and a squab in the center.

C. L. CARRIER, pres., Tri-State Retail Feed Dealers Ass'n, Sherburne, N. Y., is urging the members of his ass'n to remove, as a political issue, the campaign for the discontinuance of the middleman. He recommends as a good start the removal of Hon. Marc W. Cole from Albany and co-operation with the incoming governor Chas. S. Whitman who is said to have declared against these mushroom political affairs.

Movement of Feedstuffs in November.

Receipts and shipments of feedstuffs in the following markets for November, 1914, compared with November, 1913, were as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
St. Louis (sacks)	97,200	111,810	127,200	362,760
Kansas City (tons)	3,920	580	13,880	10,060
Baltimore (tons)	867	759	219	271
Louisville (tons.)	27,700	.....	26,275	.....
Chicago (lbs.)	45,680,000	41,750,000	90,672,000	94,183,000
Milwaukee (tons)	29,260	23,180	26,256	22,077
San Francisco (tons)	914	1,641	.....	.....
Peoria (tons)	4,680	5,041	7,912	11,894

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Ill. Cent. in Sup. 4 to 7679-E names rates on grain milled, cleaned or shelled at its stations in Ill. and Ind., effective Dec. 5.

Mich. Cent. in 9268-D names charges for handling grain at that company's elevators at Detroit, Mich., effective state Nov. 21, interstate Jan. 1.

C. B. & Q. in 10950-A suspends its tariff 8334-CD covering shipments of grain and grain products to stations on the I. C. Ry., effective Nov. 14.

C. C. C. & St. L. in Sup. 1 to 771-D quotes rates on grain and grain products from Indianapolis, Ind.; to C. F. A. points, effective Dec. 16.

N. Y. C. & H. R. in A-30535 quotes a rate of 14c on wheat, corn, oats, rye, feed and barley from Utica, N. Y.; to Raquette, N. Y., effective Dec. 7.

C. G. W. in Sup. 11 to 79-C names rates on grain and grain products between stations on that line and stations on connecting lines, effective Dec. 1.

Ill. Cent. in Sup. 6 to 2607-D quotes rates on grain and screenings from its stations in Ill. and Wis., also St. Louis, Mo., and Dubuque, Ia., effective Dec. 15.

B. & O. in Sup. 2 to 12940 quotes rates on grain and grain by-products from Chicago and South Chicago, Ill., and stations in Ill., to eastern cities, effective Dec. 16.

Ill. Trac. System in Sup. 5 to 266-A quotes rates on grain from its stations in Ill.; to Chicago, Ill. (when destined to eastern points), effective Dec. 10.

Erie quotes an ex-lake rate of 5½c on barley and corn, 6½c on wheat, 6c on rye, 5½c on flaxseed and 4c on oats from Buffalo, N. Y.; to New York, N. Y., effective Dec. 16.

C. & A. in Sup. 5 to 1609-C quotes rates on grain, grain products and seeds in carloads from Chicago, Peoria, and St. Louis to stations in the state of Mo., effective Dec. 1.

C. G. W. in Sup. 6 to 33-B names rates on grain, grain products and flax seed from Minn., Ia., and Neb. points to Memphis, Tenn., and New Orleans, La., effective Dec. 1.

B. & O. in Sup. 3 to 11475 quotes a rate of 12c on grain from stations taking Baltimore and Washington rate basis; to Charlottesville, Lynchburg and Orange, Va., effective Dec. 15.

C. B. & Q. in Sup. 12 to 1346-D names rates on grain and grain products between Chicago, Peoria, Ill., etc., and stations on the C. B. & Q., and R. I. So. Rys. in Ill., effective Dec. 23.

C. G. W. in Sup. 11 to 14595 cancels rates on grain and grain products and seeds formerly in effect between Chicago and stations on the C. G. W. Ry. and Hanover Ry. in Ill., effective Dec. 1.

C. G. W. in Sup. 6 to 31-B quotes rates on flax and flax products between Chicago, St. Paul, Kansas City, St. Louis and stations in the following states: Ill., Ind., Ia., Mich., Minn., and Wis., effective Dec. 1.

C. I. & L. in 5613 names rates on grain from Chicago and other Ill. points to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Dec. 1.

C. B. & Q. in Sup. 1 to 3200-C quotes rates on grain, grain products and seeds from stations in Ia., Mo., Kas., Neb., and S. D., to Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, and Duluth, Minn., effective Dec. 25.

C. G. W. in Sup. 2 to 60-A names rates on rye in carloads from stations in Minnesota to Cincinnati, O., Evansville, Jeffersonville and New Albany, Ind., and Louisville, Ky., effective Dec. 1.

I. C. C. in Sup. 10 to 6407 quotes rates on grain and grain products in carloads from stations in Kas., Colo., Okla., Mo., and Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., effective Dec. 1.

C. G. W. in Sup. 8 to 97-B names rates on grain, grain products and seeds between Minneapolis, St. Paul and South St. Paul, Minn., and stations on the C. G. W. and connecting lines, effective Nov. 20.

C. B. & Q. in Sup. 4 to 2964-C names rates on wheat and corn between Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., etc., and stations on the St. Louis & Hannibal Ry., effective Dec. 15.

C. & A. in tariff 1602-C names rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on its line and connections in the states of Ill., Ind., Mich., Mo., Ohio, and Wis., effective Dec. 1.

C. & A. in Sup. 11 to 1581-C names rates on grain and grain products in carloads from stations on the C. & A., Ill. Ter., and St. L. & Hannibal Rys., to Atlantic Seaboard, eastern and interior U. S. and Canadian points, effective Dec. 1.

C. I. & L. in Sup. 3 to 5591 names rates on grain, grain products and malt in carloads from Chicago, Englewood, Hegewisch, Pullman Jct., and So. Deering, Ill., and Hammond, Ind., to other stations on the C. I. & L. Ry., effective Nov. 16.

C. R. I. & P. in Sup. 1 to 19690-G names rates on grain, grain products, and seeds in carloads, from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to stations in Ala., Ark., La., Miss., and Mo., and Memphis, Tenn., effective Jan. 1.

C. R. I. & P. in Sup. 5 to 28675-B names rates on grain, grain products and seeds from stations in the states of Colo., Ill., Ia., Kan., Mo., Neb., and Okla., to other stations in the states of Colo., Kan., Mo., Neb., N. M., and Okla., effective Jan. 1.

C. I. & L. in Sup. 3 to 5592 names rates on grain, grain products and malt in carloads from Chicago, Englewood, Hegewisch, Pullman Jct., and So. Deering, Ill., and Hammond, Ind., to points in Ind., Ky., N. Y., O., Pa., and W. Va., effective Nov. 16.

C. G. W. in Sup. 1 to 53-D names rates on grain products from St. Joseph, Mo., Leavenworth, Kansas City, Kas., Kansas City, Mo., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., when for export, effective Dec. 1.

Can. Pac. quotes an export rate of 6c on wheat and flaxseed, 5½c on rye, 5½c on corn and barley and 4c on oats, from Detroit, Mich.; to Boston, Mass., and West St. John, N. B., and same rates from Port McNicoll, Ont.; to Boston, Mass., effective Dec. 5.

C. & A. in Sup. 1 to A-725 names rates on grain from stations in Ill., to Aurora, Evansville, Indianapolis, Jeffersonville, Lawrenceburg, New Albany, Seymour, Ind., Cincinnati, O., Louisville, Owensboro, Ky., and points in Ill., on M. & O. Ry., effective Dec. 16.

C. & A. in Sup. 10 to 1596-B names rates on grain and grain products in carloads from stations in Ill. to Memphis, Tenn., New Orleans, La., Mobile, Ala., Jackson, Meridian, Hattiesburg, Miss., and Helena, Ark., also for export to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., effective Dec. 1.

C. & E. I. in Sup. 16 to 2683 names rates on grain, grain products, broom corn and seeds from stations on the C. & E. I. Ry. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Penn., R. I., Tenn., Vt., Va., W. Va., Wis., and points in the Dominion of Canada, effective Dec. 16.

C. I. & L. in 5612 names rates on grain and grain products from stations on the C. I. & L. and Chicago & Wabash Valley Rys., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Dec. 1.

A. T. & S. F. in Sup. 20 to 5588-J quotes rates on grain and grain products in carloads between points in Kas., Colo., Mo., Okla., and Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kas., Chicago, Peoria, Ill., and Mississippi River points, effective Dec. 22.

C. I. & L. in No. 5614 names rates on grain and grain products from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh, and other eastern points, effective Dec. 1.

C. & A. suspends its tariffs covering grain and grain products from C. & A. stations to Chicago, Ill.; from Ill. points to Ohio River; and its feed and grain tariffs covering shipments from Peoria and Pekin, Ill., to other Ill. stations on that line, until Mar. 15, 1915.

C. & A. in tariff 1574-C names rates on grain, grain products and seeds in carloads from Kansas City, Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa and Slater, Mo., to Cairo, Ill., Evansville, Ind., and Mississippi Valley points, effective Dec. 1.

Ill. Cent. quotes an export rate of 11c on corn from Evansville, Henderson and Uniontown, Ky.; to New Orleans, La. (when for export to Europe, Asia, and Africa); and 13c from Uniontown, Ky.; to New Orleans, La. (when for export to all other countries), effective Dec. 5.

C. G. W. in Sup. 13 to 14572 names rates on wheat, corn and oats from Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind., effective Dec. 1.

C. B. & Q. in Sup. 9 to C. B. & Q. 849-D quotes rates on grain and grain products in carloads from stations in Ill., Ia., and Mo., to Atlantic seaboard and interior points, also eastern Canada points; also minimum weight per car on all grain shipped to this territory, effective Dec. 12.

Gulf For. Frt. Com'te Lines, in Sup. 13 to 1011, name rates on grain and feed-stuffs from Chicago, Milwaukee, Dubuque, Peoria, Springfield, Indianapolis, St. Louis, Cincinnati, Louisville, Evansville, Cairo, Detroit, and La Crosse, to shipside at Key West, Fla., when for export to Havana, Cuba, effective Jan. 1.

Leigh Valley quotes an export rate of 6c on wheat and flaxseed, 5½c on rye, 5½c on corn and barley and 4c on oats from and east of Buffalo, N. Y.; to Boston, Mass., and New York, N. Y.; also 5.70c on wheat and flaxseed, 5.45c on rye, 4.95c on corn, 5.05c on barley and 3.90c on oats from and east of Buffalo, N. Y.; to Port Richmond and Philadelphia, Pa., effective Dec. 1.

A. T. & S. F. in Sup. 14 to I. C. C. 6241 names rates on seeds, broom corn, beans and pop corn in carloads between points in Kas., Colo., Okla., Neb., Mo., and the cities of St. Joseph, Kansas City, Mo., Atchison, Leavenworth, Kas., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and other cities taking the same rates, effective Dec. 16.

Grand Trunk quotes an ex-lake export rate of 6c on wheat and flaxseed, 5½c on rye, 5½c on corn and barley and 4c on oats from Collingwood, Depot Harbor, Goderich, Midland, Port Colborne, Tiffin, Kingston, Ont., Port Huron and Detroit, Mich.; to Boston, Mass.; also same rates from Detroit, Mich.; to Portland, Me.; and 5.50c on wheat and flaxseed, 5½c on rye, 4½c on corn and barley and 3½c on oats from Collingwood, Depot Harbor, Goderich, Kingston, Midland, Port Colborne, Tiffin, Ont., and Port Huron, Mich.; to Portland, Me., effective Dec. 5.

Supply Trade

COLLECTION AGENT—Was it a bad failure?

ATTORNEY FOR CREDITORS—Horrible! Neither the receivers or my firm got a cent.

FARIBAULT, MINN.—The Gas Corlis Engine Co.'s new plant is well under way, and will be ready for occupancy within a very short time.

MAROA, ILL.—The first calendar of the year comes from the Maroa Mfg. Co., and bears a water color reproduction of an attractive flower girl.

MINNEAPOLIS, MINN.—Grain Dealers Supply Co., is installing a complete equipment for the manufacture of Empire ear corn and Buffalo elevator buckets.

You cannot drive home a stout nail by a single blow of the hammer. The advertiser who strikes repeatedly in the same spot is bound eventually to accomplish his purpose.—Printers' Ink.

DETROIT, MICH.—Detroit Board of Commerce is offering a prize of \$500 for the best "Made in the U. S. A." trade mark, which will be placed on all labels to go on American made goods for sale in foreign markets.

BLOOMINGTON, ILL.—The Portable Elevator Co. has had plans made for the building of a large addition to its plant. Work on this improvement will be done at once, and work will no doubt be completed during the winter, unless the weather becomes too severe.

CHICAGO, ILL.—Mr. and Mrs. James Miller have issued cards announcing the engagement and approaching marriage of their daughter Marion to Joseph Instone of Passaic, N. J. Mr. Instone is connected with the Richardson Scale Co., having been with its Chicago office, but at the present time is its general Southwestern representative.

MORRIS, ILL.—The Challenge Mfg. Co. report the following recent sales of its wagon dump: Pocahontas, Ia., Pocahontas Grain Co.; Lytton, Ia., Lytton Farmers Elvtr. Co.; Pioneer, Ia., The Grain Merchants; Palmer, Ia., Farmers Inc. Co-operative Society; Rowan, Ia., Virden & Heath; Gilman, Ia., Farmers Elvtr. Co.; Thor, Ia., Nelson & Larson; Flagg, Ill., Carolus & Grimes; Kingston, Ill., B. F. Unlinger; and Central City, Nebr., T. B. Hord Grain Co.

BUENOS AIRES.—A recent conference between the Minister of Agriculture and managers of railroads regarding better protection for grain awaiting shipment resulted in an agreement that grain storage houses were necessary. Heretofore a great part of the grain grown in the Republic has been stacked in the open, and has resulted in great losses. It was found that the most practical and cheapest form of grain storage house for this country is of the type made of corrugated iron. It is certain that some plan for the construction of these storage houses will be adopted shortly.

PITTSBURGH received a shipment of new corn recently shipped in stock cars to give proper ventilation, but upon arrival of the grain it was quarantined for fear it had not been properly fumigated before leaving the zone of the foot and mouth disease.

Busy Kansas Manager.

One of the busiest men in the state of Kansas is W. A. Harding, mgr. Farmers Union Co-operative Ass'n at Luray. If there is any sideline which Mr. Harding is not now turning into money the chances are he will adopt it if the matter is called to his attention. A few of the items which he is handling are wheat, corn, oats, feeds, flour, lumber, coal, wagons, "caddy" cake, oils, fruits and vegetables, prunes, and watermelons.

Shipments of these products since July 1 have amounted to over 40 carloads. When Harding finds himself with a lot of spare time he jumps in his buggy and visits the surrounding country to get an idea of crop conditions.

The Ass'n at Luray has a cribbed elevator, 24'x24' and 36' to the eaves. The house has 5 storage bins, one loading bin, also cement storage under the elevator. Power is supplied by a 10 hp. gasoline engine. The warehouse, 16'x36', is iron clad. Besides the elevator and



W. A. Harding, Luray, Kan.

warehouse Mr. Harding's plant contains a 14' engine house and an office 12'x16'.

THE LOSS IN TRANSIT suit of W. D. Groff against the Northern Central Ry. at Baltimore has resulted in a mistrial. Mr. Groff claims loss of 150 bus. of wheat in shipment made Dec. 11, 1912, and states this grain either leaked from the car or was stolen from it.

REPARATION of \$2.50 per car for switching charges on grain is asked by the Newmark Grain Co. and the Great Western Milling Co., Los Angeles, Cal., of the A. T. & S. F. and Southern Pacific Rys. The claims have been filed with the Interstate Commerce Com's'n and the amount involved is about \$2,000.

MARK P. MILLER and the Mark P. Miller Milling Co., Moscow, Ida., have been fined \$2,500 each for cross billing shipments of grain in order to defeat the rates, according to reports received by the Interstate Commerce Com's'n at Washington. It is alleged the company had been more or less successful in its practice with intrastate shipments but upon investigation the Com's'n found where it had also tried to defeat the freight rates on interstate movement.

Send Your Customers

a useful Christmas present, one that will produce mutual profits, every time it is used, and be appreciated by your patrons.

The Universal Grain Code

makes just such a gift. You will save time and money every time you address a message in this cipher to one of your customers. So will they.

GRAIN DEALERS JOURNAL

315 So. La Salle St. Chicago, Ill.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal Want Ad.

You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

Grain Dealers Journal Want Ad.

Supreme Court Decisions

Arbitration.—Submission of controversies to arbitration are to be liberally construed so as to give effect to the intention of the parties. It is the policy of the law to encourage the settlement of disputes without litigation, and awards are favored in law. —Hughes v. Sarpy County. Supreme Court of Nebraska. 149 N. W. 309.

Trade Abbreviations in B/L.—Upon an issue as to the amount of coal delivered to a carrier for transportation testimony of competent witnesses is admissible to prove that figures in the weight column of the B/L are trade abbreviations.—Lampert Lumber Co. v. Minneapolis & St. L. R. R. Co. Supreme Court of Minnesota. 149 N. W. 133.

Quality of Seed a Jury Question.—Where, in an action for breach of a contract to purchase seed, there is dispute as to whether the seed were in a "well-cleaned and merchantable condition," this is a question of fact for the jury to determine, in the light of the evidence submitted.—Mauldin v. Gainey. Court of Appeals of Georgia. 83 S. E. 276.

Carrier's Liability.—Where goods were sold at a stipulated price if they arrived on schedule time, but the carrier was not informed of that arrangement, the measure of damages is the difference between the market price of the goods at the time when they did.—Southern Pac. R. Co. v. A. J. Lyon & Co. Supreme Court of Mississippi. 66 South. 209.

Gaming Obligations.—Under Code 1904, § 2836, declaring that every contract where money is knowingly lent to be used in wagering shall be void, a note given a bank for money which the borrower used in stock gambling is not void, where the bank did not know of that fact, though an accommodation indorser did.—Citizens Nat. Bank v. McDannald. Supreme Court of Appeals of Virginia. 83 S. E. 389.

Bs/L.—A B/L is not negotiable, but only quasi negotiable, and an indorsee who takes it with knowledge of facts which put him on inquiry as to the right of the seller to dispose of the goods, which inquiry, if pursued would lead to the discovery of the true state of the title, must abide the consequences if he chooses to run the risk.—Rocky Mountain Fuel Co. v. Geo. N. Sparling Coal Co. Court of Appeals of Colorado. 143 Pac. 815.

Expulsion of Ass'n Members.—The courts will review the internal affairs of a voluntary ass'n or membership corporation regarding their disciplinary proceedings only to determine whether the proceeding was in accord with the constitution and by-laws of the organization, whether the charges were substantial, and whether the member had fair notice and an opportunity to be heard, and if he received fair play the court will not substitute its judgment for that of the organization.—People ex rel. Holmstrom v. Independent Dock Builders. Supreme Court of New York. 149 N. Y. Supp. 771.

Delivery by Carrier.—Under Rev. Codes, §5309, providing that a carrier of property must deliver it to the consignee at the place to which it is addressed in the manner usual at that place, the placing of cars of potatoes upon a team track, though the usual manner of delivering freight in car load lots at that place, was not a delivery, where it did not appear that delivery was customarily accomplished by that act alone or in connection with the consignee's acts in entering the cars and examining the potatoes and making arrangements to remove them.—Gary Bros. & Gaffke Co. v. C. M. & St. P. Ry. Co. Supreme Court of Montana. 143 Pac. 955.

Carrier's Liability Limited by Acceptance of Lower Rate.—Where the published tariff of an interstate carrier states a different rate for a limited liability or a common carrier's liability, a B/L prescribing a limited liability in accordance with the tariff published therefor, the issuance of such B/L, depending upon the shipper's statement as to the value of the shipment, is a valid contract.—Zoller Hop Co. v. Southern Pac. Co. Supreme Court of Oregon. 143 Pac. 931.

Customer Must Bear Loss.

Chicago grain commission firms engaged in the speculative trade too often are imposed upon by customers who resort to sharp practice to evade a bad bargain. Many such cases never get into the courts; but in the case of C. H. Wayne the demands of the customer were so outrageous that the brokers, E. W. Wagner & Co., preferred to stand suit in order to retain their self respect. Their defense was so ably presented by Attorney C. A. Legg that the court was able to see clearly thru the transactions, as shown in the following decision in the words of the Appellate Court:

Plaintiff Wayne was a customer of Wagner & Co. and transacted business with them thru their Rock Island office. The claims sued on in this case grew out of 3 separate and independent transactions, each depending on its own circumstances, and they will therefore be continued separately.

The Claim for \$700 on the Transactions of Sept. 30 and Oct. 1, 1912.—Wayne had sold short thru Wagner & Co. 20,000 bus. of corn for September delivery. This corn Wagner & Co. must deliver Sept. 30 or default. Wayne ordered Wagner & Co. to buy on the Board 20,000 bus. of corn Sept. 30 to deliver on his short sales. Other customers of Wagner & Co. were short of corn and Wagner & Co. bot before the close of 'Change Sept. 30, 70,000 bus. of cash corn at 73½c, supposing that amount was all they required to fill their contracts. It turned out that they required 20,000 bus. more and Slaughter & Co. offered to sell that quantity for immediate delivery if they would sell to Slaughter & Co. the same quantity at the same price, deliverable the following day. This offer was accepted and the purchase and sale made as proposed. Wagner & Co. then, on Sept. 30, delivered the corn they had sold for September delivery for Wayne and advised him by telegraph the same day that they had bot for him 20,000 bus. September corn at 73½c and delivered the same. The result of the transactions in question was to leave Wagner & Co. short 20,000 bus. of corn deliverable Oct. 1. The price of corn for immediate delivery declined to 70c per bu. on the morning of Oct. 1, and at that price Wagner & Co. bot 20,000 bus. to deliver on their sale of the day before to Slaughter & Co.

The claim of Wayne is that he was entitled to \$700, the difference between 73½c, the price at which Wagner & Co. sold the 20,000 bus. to Slaughter & Co., and 70c, the price at which they bot, Oct. 1, the corn delivered on that sale.

We think the learned judge of the Municipal Court properly decided that Wayne was not entitled to recover the amount of such difference from Wagner & Co. When Wagner & Co. bot the corn pursuant to his order at 73½c and delivered the same on his short sale, they had done all that he ordered them to do. In order to buy the 20,000 bus. of corn for him they sold a like amount deliverable the next day, that transaction was not one in which they acted as the agents of Wayne, but one in which they alone took a risk. If corn had advanced 3½c, they would have been compelled to avoid default, to buy the corn at that price, and as in that case the loss would have been theirs, we think that in the instant case the profit was theirs.

The Claim for \$806.25 on Transactions of Dec. 31, 1912.—Dec. 31, 1912, Wayne was short 190,000 bus. of corn deliverable that day. He early in the day expressed to the manager of E. W. Wagner & Co.'s Rock Island office the belief that it was not necessary for him to buy in his short corn. He conceived the idea that if he failed to deliver, he had a right to settle at the closing price. Wagner telegraphed him, as the fact was, that the rules did not so provide; that the settlement would be made on the value of the corn as ascer-

tained by a com'te of the Board, to which would be added damages of 5 to 10%. Wayne telegraphed that he would not order the corn bot. This telegram was received at 1:13 p. m., 2 minutes before the close of the market for the day, and Wagner & Co. proceeded to buy the corn at from 46½ to 45½c. The market closed at 1:15 p. m. at 45½c to 45½c.

Wayne's claim is that he was entitled to the difference between 45½c, the closing price, and the price paid by Wagner & Co. for the corn. Clearly, Wayne was not entitled to recover on the ground that he had given an order to buy at the closing price first because he gave no such order, and second, because no one could tell in advance who would make the very last sale nor what the closing price would be. We think that when Wagner & Co. began to buy the corn only 2 minutes before the close of the market and bot 190,000 bus. not en bloc but from different brokers at different prices, they made diligent effort to buy at the closing price.

Wayne had no right, by refusing to give the order to buy, to compel Wagner & Co. to default and pay the price and damages fixed by a com'te of the Board. If he wished them to default on his sales, he should have given them positive orders to do so, and then he would have been liable to pay the price and damages fixed by a com'te of the Board. In this case the minimum damages of 5% in case of default would have amounted to more than \$1,000, and Wayne could not, by merely refusing to give orders to buy, compel the defendant to default and thereby become liable for such damages.

We think the court properly found for the defendants on this claim for damages, because they, at the time and under the circumstances stated, bot in the 190,000 bus. of corn they had sold short on the order of the plaintiff.

Plaintiff Not Entitled to Recover \$330 Bet on the Election.—Nov. 4, 1912, the day before the election, McCormick, the manager of the Rock Island office of defendants at plaintiff's request telegraphed Ledsworth, the chief telegrapher of defendants at Chicago inquiring whether he could place bets of 3 to 1 on Wilson in Chicago, and was informed that he could, and McCormick so reported to plaintiff. Plaintiff then directed McCormick to wire C. A. Johnson, general manager of defendants to hand \$300 to Ledsworth and charge same to his account. Johnson did so and plaintiff now claims that defendants should pay to him the amount handed to Ledsworth. Whether Ledsworth in fact bet the money so handed to him does not appear, nor is it in our opinion, material to inquire. There is no pretense that he bet the money with defendants nor that they had anything to do with the transaction except to hand Wayne's money over to Ledsworth, knowing that he had directed Ledsworth to bet the same with some third person. Under our statute a "loser" may recover from a "winner" money won in gambling, but the money in question was not won by the defendants. The defendants did not aid or abet the plaintiff to bet on the election. They only paid his money on his order to Ledsworth, and we know of no case which holds that money so paid can be recovered by the person ordering it paid from the person paying it. In carrying out the orders of the plaintiff, McCormick and Ledsworth were not acting as agents of the defendants or in the course of their duty as defendant's employees, but as agents for and under the express directions of the plaintiff.

We think the court properly held that the plaintiff was not entitled to recover the money so paid.

We think that on the entire case the judgment is right and it is affirmed.

I LOOK FORWARD to every number of the Grain Dealers Journal, as it contains much interesting reading and is by far one of the finest grain journals we have.—J. Instone, Richardson Scale Co., Dallas, Tex.

THE GRAIN broker's daughter was just returning from a honeymoon spent in the south and was met at the depot by a young reporter who inquired as to where the couple would make their residence. "We expect to make our home at the Old Manse, for a while, at least," was her reply. At breakfast the next morning she fainted upon reading in her favorite paper "The young couple will spend several months at the old man's."

Crop Improvement.

CROP IMPROVEMENT enthusiasts of Tazewell Co., Ill., will hold a short course at Pekin, Ill., Jan. 11 to 16 with meetings morning, afternoon and evening. The course will be held in the rooms of the Commercial Club.

OVER 1,000 Ohio corn growers visited Washington early in December in charge of President A. P. Sandles of the Ohio Agricultural Com'n and T. P. Riddle, director of the corn boys organization. Senator Atlee Pomerene and Rep. J. E. Russell were in the party. Pres. Wilson received the growers and Sec'y of Agriculture Houston and Sec'y of State Bryan delivered addresses. From here the growers went to Philadelphia and New York.

THE MINNESOTA CROP Improvement Ass'n announced the winners of its grain exposition held at Brainerd, on Dec. 2, and A. D. Van Sykle of Warren was listed for the oats, wheat and barley sweepstakes besides winning prizes for other produce. The exposition was one of the most satisfactory ever held and was largely attended. At future expositions, it was decided, only those growers who are members of the ass'n may show their products and it is believed that this rule will tend to increase the membership.

THERE HAS BEEN entirely too much tendency in some states to consider the county agriculturist as a sort of official messenger boy to work according to the dictates of his leaders and to tell the farmers what somebody else had decided they ought to do. The county man who really accomplishes things is the one who gets out and studies the proposition for himself, working out the needs and the remedies with the farmers on their own grounds. It is better to wait a year than to hire a man not big enough for the job. Directors of county associations should also bear in mind that an extra \$500 in salary paid to obtain a top-notch man will be well invested. It is an open secret that some Illinois counties now are seeking to dislodge men who are already holding down good positions, and are offering salaries generous enough to make it worth their while.—Orange Judd Farmer.

WALTER GRANLUND, De Lamere, N. D., and Henry Schmidt, Emerado, N. D., won the southern and northern district prizes for the biggest yield of corn from one acre of North Dakota land. The awards were made Dec. 3 at Fargo. The contestants were all boys from 10 to 18 years old and their efforts resulted in the growing of an average of 70.6 bus. to the acre, the winner, young Granlund producing 98.8 bus., Schmidt 76.4 bus., and others down

to 55 bus. per acre. All but two of the boys used home grown seed and these two were among the lowest in the prize money. The winners used a sandy soil, manured with stable refuse in the winter and plowed from 6 to 11 inches in the spring after which the land was harrowed. As the average yield for the state is only 27.9 bus. to the acre, and the average of the entire United States is 28.8 bus., the accomplishment of these North Dakota boys is a big argument in favor of crop improvement.

Crop Improvement Leaders Meet.

A meeting of the leaders in crop improvement work was held Dec. 9 at the Hotel Sherman, Chicago, and 117 representatives from all lines of trade were present.

The purpose of the meeting, held in the form of a banquet, was to give every man interested in the work the opportunity of meeting his co-workers and obtain new ideas for carrying on the work in the future.

Bert Ball, sec'y of the Crop Improvement Com'te, presided and opened the meeting with a talk on the purpose of the movement. He was followed by Dr. C. B. Smith, Dep't of Agriculture, who explained the working of the farm management dep't. This dep't has a corps of 20 men surveying farm sections not producing the desired results. These men make recommendations as to how the quality and quantity of crops may be improved, and their work is recognized as of utmost importance in the general plan of crop improvement.

E. C. Ferguson gave an address on the unity plan and was followed by C. H. Canby, pres. of the Board of Trade, Chicago, who explained the deep interest shown by the grain trade. The grain man, he stated, is vitally interested in any movement which will place on the market a better quality of grain, and in concluding assured the leaders of the movement of the support of Chicago grain men. Each grain man present was called upon to give his ideas or opinions as to how the movement could be improved. Without exception all who were called upon promised assistance wherever possible and strongly recommended the present ideas of Bert Ball. It was announced that 19 states have already agreed to put up money to advance this work.

THE AUSTRALIAN wheat crop for 1914 is estimated at only 29,000,000 bus., compared with 104,000,000 bus. for 1913. This big reduction was caused by drought and the inability to get men to care for the crop on farms.

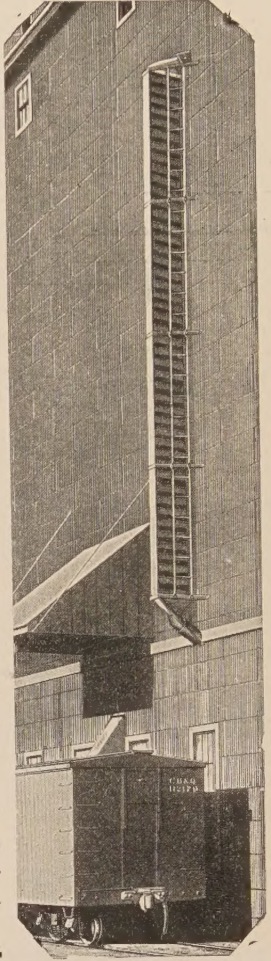
At Toledo Meeting.



In attendance at last meeting of Northwestern Ohio Grain Ass'n at Toledo. Left to right: C. O. Garver, H. P. McDonald, E. R. Risser, C. O. Peters, F. C. Cain, Fred Abel, Dr. J. W. T. Duvel, and Secy. J. W. McCord.

THE HESS OUTDOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes



up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers, Moisture Testers, Corn Grading Sieves and Percentage Scales

Patents Granted

Method of Cleaning Grain. No. 1,118,078. (See cut.) Charles D. Train, Belknap, Ill. A method of cleaning grain mixed with softer bodies, consisting of subjecting opposite sides of the elements of mixture to percussion sufficient to crush the softer bodies but insufficient to crush the grain.

Bag Holding Device. No. 1,118,669. (See cut.) Arthur D. McPherson, Oak Park, Ill. The device comprises a rectangular spout section adapted for connection to a material delivery spout; two shafts, one on either side of spout; bearings for shafts carried by walls of spout section, these bearings having arcuate slots; spurs carried by shafts extending thru these slots, and means to oscillate the shafts move the spurs to bag-holding and bag releasing position.

Seed-Separator. No. 1,118,221. (See cut.) Charles D. Pantaze, Birmingham, Ala. A frame and screen with flexible means to suspend one end of screen within the frame, and the other end yieldably supported for up and down movement. A fan supported below the screen and movable therewith; a spring connected to the frame and to the end of pan; a second screen movably connected with the first screen and means for imparting reciprocatory movement with the first screen.

Sacking Machine. No. 1,119,693. (See cut.) Frank Griffen, Metaline Falls, Wash., assignor half to Oscar C. Wangeman, Metaline Falls. The machine comprises a frame, feed hopper, bag holding mechanism, clamping, twisting and tying mechanism; means controlled by the weighing device for successively operating the bag clamping and tying; a bag conveyor adapted to receive a bag from the holder after it has been filled with material, means controlled by the bag clamping mechanism for dumping the bag from the holder onto

the conveyor and driving means for feeding material from hopper to bag and controlled by the bag holding mechanism.

Chain for Conveyors. No. 1,119,262. (See cut.) Donald Fraser, Milwaukee, Wis., assignor to Chain Belt Co., Milwaukee, Wis. A chain having links, side bars and end bars, the free ends of the side bars overlapping the end bars, and being united to those bars by connecting pintles; a combination of pintles perforated at one end to receive locking key, a key the end of which is bendable and a side bar of the chain thru which the perforated end of pintle passes formed in its outer face with a seat in which the end of key, when bent, rests, and an abutment serving as a gage to determine the extent to which the key shall be bent when straightened to permit removal.

Grain Measuring Device. No. 1,119,059. (See cut.) Charles A. Bornstedt, Epping, N. D. Weighing device includes pivoted weighted lever, forked member pivotally connected to lever and having pairs of divergent branches, each pair having applied a plate-like closure upon opposite sides of a longitudinal line thru the forked member; forked member has link connection with a fixture, a compartmental bucket pivotally supported, bucket having oppositely inclined edges at discharge-openings in the bottoms of its compartments, plate-like closures being arranged for alternately engaging the bottoms of the bucket-compartments, and means for the automatic retention of the bucket in tilted position.

Books Received

WHEAT IMPROVEMENT in Australia by F. B. Guthrie, F. I. C., of the New South Wales Dept. of Agriculture, states that some of the characteristics sought in the improved varieties of wheat are immunity against rust and other diseases, prolificness, drought resistance, improvement for milling qualities and the creation of wheats in different districts for hay. Each of these subjects is given a chapter in the booklet. Systematic attempts to improve the country's wheat crop have been carried on by the Australian Dept. for many years and so far the best scheme is that introduced by A. J. Perkins, Director of Agriculture. Mr. Perkins suggests that selection, to be effective, must be continuous and uninterrupted. The best "ears" should be selected from the "selection plots" and this seed only should be used for the following season's crop. If each year the same principle is applied the crop condition must necessarily be improved. The booklet is No. 11, and copies may be obtained from the Dept. of Agriculture at Sydney.

THE GRAIN DEALERS JOURNAL is certainly all right; we do not see how it could be improved.—Jackson Grain Co., Cedar Rapids, Ia.

AT THE CONCLUSION of a recent address by Dr. Duvel to corn growers, the farmers of Ohio, who have the biggest crop in years, exchanged reports on the condition of crops in various communities. "The corn is so high down my way that whenever ears are missin' we figger the angels reached down and took 'em," was the report of one grower. A farmer from Ohio's corn belt arose slowly and in a nasal voice reported, "We are paving our streets this year with corn kernels instead of cobble stones, and use the hollowed cobs as sewer pipe. The husks are given to the children to use as tents. Our soil is pretty soft, so when the ears get too big they press the stalks down into the ground an average of 95 feet. This leaves the ears low enough to be chopped down with an axe if you stand on a tall ladder."

Rope of Manlift Started Fire.

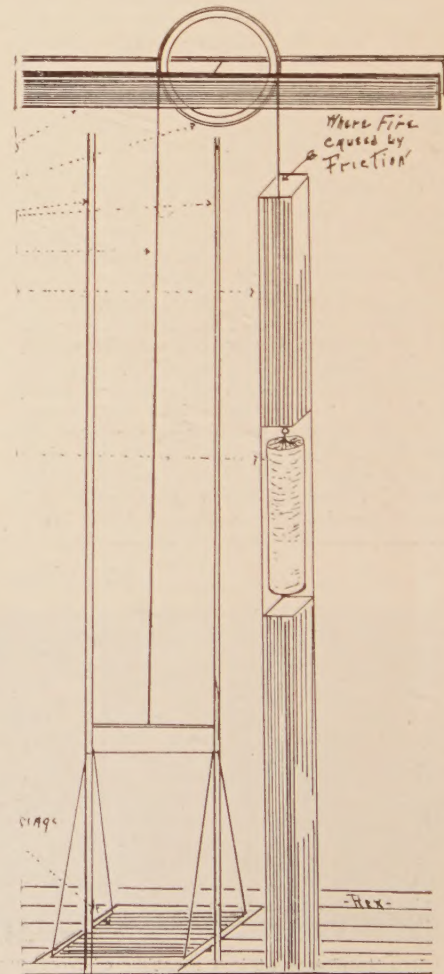
Friction as a cause of fires is usually accepted as probable; but the friction is commonly supposed to be that due only to moving machinery. Few would believe that the intermittent run of a manlift rope could start a fire; but this actually happened recently at Abilene, Kan.

As evidence a piece of the burned rope and the drawing reproduced herewith were sent in with his report by F. S. Rexford, and the owner, the Farmers Elevator Co., wrote the Grain Dealers National Fire Insurance Co. "We are satisfied the fire originated from the friction of the rope on the manlift from a rapid descent. The rope burned in two. We heard the drop and in a few minutes discovered the fire in the inclosing box. Prompt action with the buckets and water soon put it out."

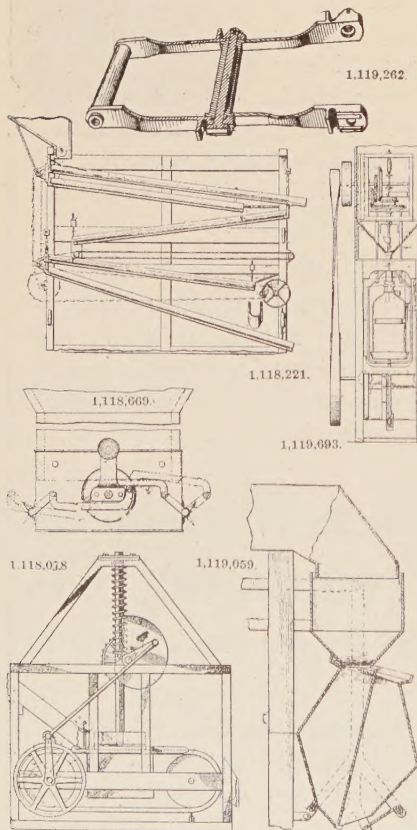
To prevent a recurrence the owners have substituted a steel cable and have lined the box with galvanized iron. Where manila rope is used the friction should be reduced below the danger point by guiding the rope where it passes into the box thru a smooth metal ferrule. Properly constructed the rope should pass perfectly plumb from the pulley groove to center of box, avoiding friction.

THE GRAIN DEALERS JOURNAL is a reliable paper for the grain trade.—H. C. Stahn, Box 65, Barton, Wis.

WE REALIZE that the Grain Dealers Journal is one of the best of journals.—J. L. Hefley, mgr., Weatherford Milling Co., Weatherford, Okla.



Weight Housing of Manlift Where Fire Started.



The GRAIN DEALERS JOURNAL.

Protect Elevator Against Lightning.

The record of losses by lightning demonstrates that the owner of a grain elevator will make a paying investment in having his building rodged and that he cannot afford to be without such protection. Altho the property may be insured, there is always an incidental loss that is not covered by the insurance.

Buildings that are metal covered do not require the full system of rods as other buildings do but to insure safety from lightning, such metal covered buildings should be properly grounded, the cost of which will be a small item. The kind of rod that will afford the best protection and be the most permanent is a copper cable.

The best rods obtainable, if not properly installed, will not protect the building.

The cost of the rods will vary according to the size and location of the elevator. The price will probably be within a range of \$30 to \$45 and possibly as high as \$50 for the larger buildings. Whatever is done should be begun as soon as possible, because it could not be done in the spring in time to be of use in the storms of early summer next year.—Geo. A. Wells, sec'y Western Mutual Fire Ins. Co.

A VIGOROUS ATTACK on stock fire insurance was delivered Dec. 9 by Rufus M. Potts, insurance superintendent of the State of Illinois, in a pamphlet of 95 pages. He charges that the stock companies do not in good faith favor fire prevention. He argues in favor of state insurance as saving 50 per cent of the cost, ignoring the fact that the mutual companies now are saving all above the bare cost of insurance and without any burden of expense to the state. He advocates a standard form of policy, and that the policy should contain a full statement of all the hazards, credits, penalties which go to make up the complete rate. Should Mr. Potts propa-

ganda be carried out in the legislature the stock fire insurance companies threaten to abandon the state, a contingency that need not be viewed with alarm by grain elevator operators who are offered their choice of several good mutuels.

PROVISIONS of the Minnesota workmen's compensation act cover all employees in that state unless the employer is notified by the employee that he does not wish to come under the act. This construction has been placed upon the law by the Minnesota Supreme Court.

A SHORTAGE of freight cars for 1915 appears likely following the congestions of 1914, and one of the recommendations of the American Ry. Ass'n to make this shortage as light as possible is a strict observance of demurrage rules. In the past all serious shortages have been marked by violations or suspensions of these rules, shippers permitting cars to accumulate. Demurrage rules, if enforced, will discourage this practice.

Insurance Notes.

LIGHTNING is only one of the hazards that a grain man must fight; locomotive sparks are just as serious, and inasmuch as an iron-clad building properly grounded is a protection against lightning as well as against sparks, we are strong advocates of iron; so strong, in fact, that we allow a credit in our rate of 70 cents for an elevator so constructed.—Grain Dealers Nat'l Fire Ins. Co. Paper.

THE ILLINOIS workmen's compensation act is expected to be modified somewhat along the lines of the present Ohio statute, by the next general assembly, and the recommendation for these amendments it is believed will come from Gov. Dunne. Control by the state board over the rates to be charged for re-insuring employers against loss is one of the alterations contemplated, making the workmen's act really a state system of insurance. The com's'n in 1914 has settled \$1,000,000 of claims, adjusted 1,200 disputes and investigated 1,500 petitions.

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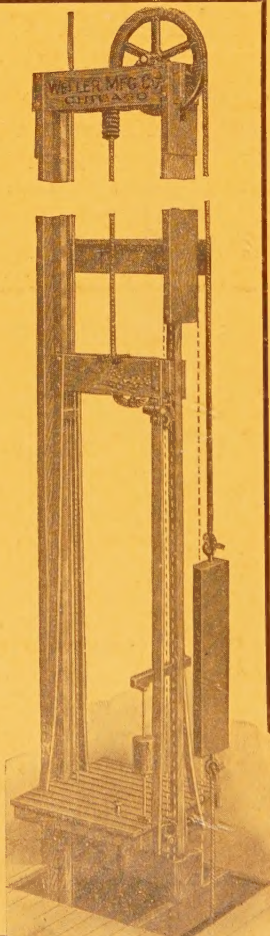
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